



THE FRIEND.

A MONTHLY JOURNAL,

DEVOTED TO

Temperance, Seamen, Marine and General Intelligence.

PUBLISHED AND EDITED BY

SAMUEL C. DAMON,

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THE FRIEND.

HONOLULU, JANUARY 1, 1857.

NEW YEAR—1857.

"Fixed to my post, meanwhile the rolling years move on."

Years begin and end; volume after volume of *The Friend* is commenced and closed. Ere we seem to be aware of it, a New Year calls upon us to say a few words to our readers, on ship and shore. Most cordially we wish you a Happy New Year. We now enter upon editorial labors connected with the XIVth volume of *The Friend*. Perhaps some of our readers may be ready to ask, "Do you still intend advocating the same old-fashioned doctrine of total abstinence?" We reply, most unquestionably this is our intention, for "honesty is the best policy," and we are most honestly of opinion, that the use of intoxicating liquors is most injurious to the bodies, minds and souls of our fellow-men. Every year's observation strengthens our conviction of the truth of this position. Advancing years may have somewhat cooled the ardor of youth and contact with the world tempered and softened the positive tone which might once have characterized the statement of our views. We see, however, no reason for retiring one iota from the position which we started with many years ago. The only safe principle is "touch not, taste not, handle not." Life seems to us too valuable to be thrown away.

As in former years, our aim will be to furnish our readers with useful and entertaining reading, upon a variety of subjects, especially those relating to the welfare and improvement of seamen. It affords us encouragement when we can see one or more of them acting up to their high responsibilities, as rational, accountable and immortal beings.

Too long have seamen been allowed to imagine that, because they were connected with the sea, therefore, it mattered not what they said or did. Seamen should feel that they have duties to perform as men, and that they ought to act from moral and christian principles as much as any other class of men. Every effort should be made to bring their minds under correct moral and religious views and opinions. For this purpose we scatter broadcast our little sheet, and a large amount of good reading matter; for this purpose we labor to sustain the Home and the Bethel. Judicious efforts are not in vain. For many years and ages have seamen been treated as no class of men ought to be treated. They are suspicious of those who would do them good, and confiding to those who would do them evil. A revolution is not to be brought about in a day, year or generation; but it must and will be eventually accomplished. We are hopeful upon this subject. The abundance of the sea shall yet be converted unto God.

So far as our narrow limits will allow, it will still be our aim, from month to month, to keep our readers informed upon the passing events at home and abroad. We shall try to advocate truth, oppose error, and endeavor to lead our readers that Godliness, with contentment, is great gain.

As ever, then, we remain, readers and patrons, your humble servant.

CHRISTMAS AND THANKSGIVING.

The union of these festival days appears to have given general satisfaction. The Europeans and Americans, the Episcopalians and the Puritans, were satisfied to spend the day as they listed. There is nothing like permitting every one to satisfy himself in his own peculiar manner, when no fundamental principles of duty or morals are involved or sacrificed.

The congregations of the Methodist, Bethel, and Fort Street Churches, have mutually agreed to unite in public religious services on these occasions. The last occasion was observed by their uniting at the Methodist Chapel. The day was surpassingly lovely and mild. The voice of animated Nature seemed to call upon the people to be thank-

ful and joyous. The person must have been a cynic and misanthrope not to have allowed his soul to indulge that morning in grateful expressions of thanksgiving and praise.

The services on the occasion referred to, were opened by the Seaman's Chaplain; next followed the sermon, by the Rev. Mr. Turner; and the services were closed by the Rev. Mr. Strong.

The sermon of Mr. Turner was an exceedingly appropriate and well-written discourse. The text was taken from the first Epistle of John, 4: 16—"God is love." After speaking of the principle of genuine love, as an elevated and dignified affection—the sum total of all pure religion, the speaker proceeded to show how God had manifested His love towards the Universe. First, it was seen in our creation; secondly, in our preservation; thirdly, in the redemption of the world by Jesus Christ. Such a treatment of the subject afforded an excellent opportunity to refer to topics, themes and subjects, naturally associated with Christmas and Thanksgiving.

In other respects we believe the day passed off in a manner not unbecoming the occasion.

A WIFE'S HINT.—"My wife wrote me," says an officer of a ship, "to be sure and send her *The Friend*." She had received the paper for 1855, but the subscription running out, she was anxious to continue receiving it; for from its columns she could perhaps learn the safety of the ship on board of which her husband was serving. We doubt not other wives would be glad, for the same reason, to have their absent husbands subscribe for *The Friend*.

TO SUBSCRIBERS.—If our subscribers in Honolulu or elsewhere on the Islands, have occasion to complain about the irregularity of their papers, they will please communicate directly with the editor and publisher. We hope, during the coming year, to issue our sheet on or near the first day of each month.

☞ We would acknowledge our indebtedness for valuable files of late papers, to J. W. Sullivan, Esq., of San Francisco, received per *Fanny Major*.

THE STORY PARTIALLY TOLD.

About six years ago our services were requested at the funeral of a Californian, who had suddenly died at one of the hotels in Honolulu. Those gathering to pay the last tribute of respect to the earthly remains of the stranger, seemed much inclined to observe silence respecting the character or history of the deceased. It only remained for us to discharge our official duty, and await the revelations of the future. The grave of the stranger was prepared near the gate, on the right-hand side of the Nuuanu Valley Cemetery. Months—years have passed away, and all recollections of the scenes were gradually becoming more and more dim upon the tablet of memory, when accidentally, we chanced to take up the October number of "Putnam's Magazine." Our attention was called to "The Fate of the Farleighs," as sketched by some one, who must have been present at the scenes above alluded to. We gave the article a second reading, and summoned to our aid the sexton's recollection of the circumstances. Now dim and shadowy visions of the past give place to substantial realities!

The reader may confidently rely upon most of what follows, as veritable truth, especially that part relating to Mr. Farleigh *alias* Dr. ——. A certain portion of "Lucy Mason's" story is doubtless true, although the "Old Californian Doctor," drew either upon his imagination, or confounded the fate of some other unfortunate female with that of Farleigh's wife, when he describes her committing suicide by drowning, in the harbor of San Francisco.

The wretchedness and misery which befel the Farleighs, are the natural effects of sin, and the violation of those laws which God has wisely ordained for the well being of society, and the happiness of families. "Whatsoever a man [or woman] soweth, that shall he also reap." "The way of the transgressor is hard."

"Next day, true to our appointment, I called on Lucy at her room. I found her strangely improved since our extraordinary conversation. She seemed to have been wholesomely chastened, even in that brief interval—was simple, unaffected, much softened, without that forced air of indifference or defiance, modest, grateful, candid, trusting, sad but earnest. She began by reminding me that she had promised only with a 'perhaps' to relate her story. She had informed herself, meantime, of my character and probable motive, and the 'perhaps' was removed. She proceeded.

"She was an Englishwoman, as I had perceived at first—married; her husband's name was Farleigh, an apothecary in good standing, skilful, and in the enjoyment of an honorable and profitable reputation in Australia, whither they had sailed but a few days after their marriage. In the land of promise he very soon built up for himself a lucrative

business, and became the sole master of an extensive establishment, with branches at all the principal ports. She herself had been a lady's companion in England; but in Australia, in spite of her youth, she entered into business, and conducted a dress-making establishment, which also soon obtained character and profitable custom. Her husband, she said, was none of her choosing, but 'a highly eligible,' unfairly foisted upon her by a mercenary mother: a little man—scarcely up to her shoulder, awkward, and every way insignificant, stupid, too, in all matters apart from his business, in temper querulous, petulant, jealous, exacting—a fidgety person, with whom there was no rest—timid, besides, which was worst of all in the estimation of a vain, romantic girl, flattered and fed on whims. Farleigh never meant to be, and rarely was an unkind person; he was only a very uncomfortable and disagreeable man. Before their child was born she had never loved, but easily endured him. After its birth, she learned to feel quite tenderly towards him—it was the strangest thing, she said, but somehow, she found herself, without an effort, with scarcely the wish on her part, almost loving him—but then she could no longer tolerate him; that child made them fire and tow to each other, and they broke out in flames as often as they met over it.

"At last Farleigh made a new friend and brought him home—Harton, mate of an English packet—a handsome, bright, ardent, adventure-loving fellow, full of warm feelings and good stories, and very free with his neck when danger was to be run into. This Harton was her coming man, the very man she ought to have met long ago, and she was by no means slow to love him because he did not happen to arrive in legal time. She was notoriously turned into the street, her stock of goods sold under the hammer, Farleigh retaining the proceeds, and the sight of her child from that hour denied her. She took refuge with a fellow-sufferer. Harton lost caste to such a degree that the place became too hot to hold him; so he sailed for the land of gold, bidding her follow him in the ship, and leaving her a sum of money sufficient to pay her passage. He would meet her, he promised, when the ship's anchor was let go in the harbor of San Francisco. She obediently followed his instructions and him; but from the day of his sailing she had never seen him, or heard from or of him. He might be gone to some new and remote placers whence correspondence was difficult or impossible; he might be dead; he might have deserted her: God only knew; with all her heart, she hoped the second fate for him.

"Well, she had landed without money or friends, quite at her wit's end—crazed with fear and helplessness. In those days, there were no milliners in San Francisco, no ladies' shops, no fashionable emporiums or bazaars—only bars, bars, bars, decanters and tumblers, lemon-squeezers, muddlers and straws, with here and there a bar-maid. There now, she would be a bar-maid. Harton, like many other sailor-man, was a veritable magician over a bowl. He had taught her how to do many delectable things with tumblers. And when he reappeared, he would be delighted to find his merry instruction had served her in good stead, in such an

awkward strait. Besides, in England a bar-maid was highly respectable. How precious must she be in this uni-sexed fair! Only to think, too, of a hundred and fifty dollars, £30 a month—and board, lodging and washing, all free. And what is it to be a bar-maid? Oh, she knew all about that. It was to have a nice face and trim waist, a quick saucy eye, sharp ears, nimble fingers, and plenty of presence of mind. Of course, she would be a San Francisco bar-maid (Heaven save the mark!) in Washington Hall, too, for thirty pounds a month; and naturally—here she was.

"Well, and what did she propose to do?"

"To see her fate out" (her exact words), "and for the present to remain where she was. Gold was plenty and lovers generous. Six, twelve, twenty ounces at a time for the merest trifles. A smile was bait for a dozen minnows, and a triton was caught with a kiss. Ounces, ounces, nothing but ounces. she had a lap full, already—all safe at Burgoyne's.

"Did she never look ahead?"

"Often, and easily saw to the end. It was not far, and the way was paved with gold."

"Would she not accept the countenance and protection of worthy and kind people, a virtuous home, honest companionship—for her child's sake?"

"No, no, no! For her child's sake, especially, no."

"How did she expect the end to be?"

"As she would shape it. At present she would answer no more questions."

"Nor would she ever again. Though I often saw her, and she met me with a cordial, beaming welcome, full of beautiful confidence and gratitude, so that her fellow-lodgers declared she could tell my step on the stairs among a hundred, and, leaving any companion or occupation, would run joyfully to meet me—and though, in accordance with a promise I had exacted from her, she never drank again, nor was (at least not grossly) indecorous in language or manner—still she invariably parried my slightest, and merely experimental, passages of examination, sometimes with provoking jests, sometimes with adroit diversions, sometimes with undisguised anger.

"At this time I was living at the Graham House, on the corner of Kearny and Pacific streets. To Washington Hall direct, along Kearny street, was but two blocks—Jackson street, exactly intermediate, dividing the ground. On the corner of Jackson street was Steinberger's market—Steinberger, king of speculators, terrible flour and beef monopolist—the great American smart man, who would have bought the Sandwich Islands for a watering-place, charming resort for invalids—spacious hotel, safe sea-bathing, and all that sort of thing—if he could only have seen how not to pay for them.

"One day I stopped at this market-house in company with Major Field, our hotel caterer, who was receiving proposals to have his table supplied with bear's meat, sturgeon, and Monterey muscles, when a man in his shirt-sleeves, and with a pen behind his ear, evidently an employee of the establishment, accosted me by name, and, referring to my public appointment, inquired if I did not fill that office. On being answered in the affirmative, he stated that he was an

English apothecary, licentiate of Apothecary's Hall; that at different times he had had large dispensaries under his control, both in England and the colonies; that he had been engaged in a large and profitable business; but a great domestic misfortune having befallen him, he had sold out his stock, and invested the proceeds in a California venture which turned out a wretched failure—ship and cargo both sacrificed under the hammer, and the captain off to the Atlantic States with the proceeds. He had turned his attention particularly, he said, to analytical chemistry, and had had much experience among ores and minerals. He thought he could be useful, and find his profit, in assaying specimens from the different diggings. At all events, he was most anxious to find his way back into his proper business. He had been hoping to meet with some chemist or druggist who would accept his experience and skill as a sufficient equivalent for a reasonable share in his business. His poverty was extreme, he said; he was indebted to charitable considerations merely, for the temporary place he then occupied—that of a sort of under book-keeper—and of course his pay barely sufficed to keep him alive. Would I do him the great kindness—he was sure he should justify me—to call attention to him as a competent assayer, at the foot of my professional card. Furthermore, he had a small stock of medicines, a few trifles that were left, worth in all, at the lowest estimate, perhaps forty-five dollars. Had I any use for them? Would I kindly take them off his hands? It would be a great satisfaction to him; for they would otherwise soon be destroyed. He did not require cash for them; decidedly he would prefer not. If I would have the goodness to give him my note on demand, he could call on me for the money in case he should be ill.

"What a painful, trembling, bewildered wretch!—a very small man, slender and brittle-looking, or what old colored nurses call shakily."

"You are Mr. David Farleigh."

"Yes, sir, that is my name. No doubt Major Field (I have the pleasure of seeing Major Field daily, sir) has kindly mentioned me to you."

"Yes, Major Field—or perhaps some one else. I will comply with your request, Mr. Farleigh."

"Not Major Field, nor any one but Lucy Mason. And this was David Farleigh—living, too, almost within sight of his wife's windows."

"That afternoon I went to see Lucy."

"Lucy, do you know that your husband is in town, scarce a hundred yards off, almost within sight from this window now?"

"No screaming, no gasping, no fainting; but such a storm of rage! Flushed with hot passion one moment; the next ashen pale with a deep, dangerous hate, suddenly set up, but certain to endure."

"I simply describe the phenomena; I do not attempt to explain them; those who think they know women better than I do, may employ their wits upon the case, for it is at least an interesting one. Whether Lucy knew already of the neighborhood of her husband, I could never guess. He had been in the country a fortnight; but so seldom had she

appeared on the street, they might easily have passed each other in the bewildering throng without recognition on either side; besides, both must have been greatly changed in attire if not in looks. But why this fierce outburst of anger against me? Was it merely because I had become too intimate with their hidden history, and that chance seemed to be making me more and more master of their secrets and themselves? Or was it that she wished to frighten me into concealing from her husband, perhaps for his own sake, her presence and identity? Either of these reasons sufficed, yet both might have been joined, to produce an excitement under which she fairly foamed, cursing fiercely and in a torrent—with flashing eyes, and thin, tremulous, white lips, with unequivocally and really alarming threats, forbidding me to name 'either of them' again. She bade me follow my own plain road, and leave the blind path to her; she would find her way out of this alone."

"Perhaps she was right. In those days I was an enthusiast, and enthusiasts are always bunglers, and often bores."

"I never met Lucy Mason alive but once after that, and then I pumped from her stomach, just in time, a quantity of arsenic, she wildly raving all the while on themes I did not recognize, and unconscious of the scene or me. Fearing the effect of the excitement into which she would undoubtedly be thrown on discovering me as the man who had thwarted her purpose in that desperate pass, and who, it might seem to her, was forever crossing her dark and dangerous path, I handed her over at once to other physicians, who, from time to time, reported the progress of her case. Her health and beauty departed at once, and together. Blood-stains were often on her lips or on her handkerchief; her thoughts strayed much into dark places, and she had her seasons of appalling fierceness. But she was marvellously close with her secret. Her most constant attendants, even in her wildest passages, never again from her lips the name of Farleigh or of Harton. Indeed, I think she was at no time quite self-forgetful, but only black-thoughted, and impatient for the end. It came soon—the natural sequel, a mere matter of course."

"One day I joined a knot of people, diverted for a moment from their business-paths by a new and more interesting shape of death—the black and swollen corpse of a woman lay on some boards at the foot of Clay street, waiting to be identified. It had been lifted to the surface of the water on the weighing anchor of an up-river craft at daybreak. It was bare-footed, bare-bosomed, with loose and flowing hair; about the neck hung a small blue satin bag, containing a child's ringlet, and prettily embroidered with the initials 'P. F.' It was Lucy Mason. In her night-dress, and with naked feet, she had gone to one of the wharves at midnight, and taken the last dismal plunge. *She had seen her fate out.*"

"Mad, from life's history,
Glad in death's mystery,
Swift to be hurled—
Anywhere, anywhere,
Out of the world!"

"We——no matter; she had simple but

becoming obsequies. There were those—rough fellows, God knows whom, a touch of nature brought together for that once, and who may hardly meet again in this world—who—

'Ere her limbs frigidly
Stiffened too rigidly,
Decently—kindly—
Smoothed and composed them,
And her eyes closed them,
Staring so blindly!
'Dreadfully staring
Through muddy impurity,
As when with the daring,
Last look of despairing,
Fixed on futurity.'

"Where was Farleigh? Reported dead. Nearly two months before Lucy's first attempt to destroy herself by poison, he called to take leave of me. He was going, he said, to the Mariposa diggings with a company of gentlemen, who would defray his expenses in consideration of his medical services. His mind seemed healthy; indeed, it was the first time I had found him cheerful, even jocose. I would have paid him then for the medicines he had sold me, but he still decidedly declined receiving the money; it would do when he needed it more, or if this adventure should turn out badly. He might die, I urged. 'Why, then, let it go.' He had no one to give it to. At present he had abundance. He had received an anonymous letter from 'one whom he had once trusted,' inclosing a check on Davidson, the banker, drawn by 'John Chappell,' for three thousand dollars. At the bank they knew nothing of this Mr. Chappell. A stranger, calling himself by that name, had deposited the money, stating at the time that it would be drawn out in a few days by a Mr. David Farleigh, on his check. The description of Chappell afforded him no clue. But it was all plain enough, he said; the money came, of course, from that villain, Captain ———, who had ruined him, robbed him of every penny he possessed, all invested in the ship and cargo he had told me of. While he related this singular circumstance, I watched him searchingly. I am sure he did not suspect the true source from which this timely remittance came. I am sure he did not know of Lucy's whereabouts, or the life she was leading."

"That same day he started for the mines, and even if I had had time to follow his fortunes, it was not possible to 'keep the run' of him. He very soon drifted out of sight and mind, along with all the human flotsam of fortune that had given itself to that untied stream. When in that 'one more unfortunate gone to her death,' I recognized Lucy, I sought tidings of Farleigh, at Steinberger's market. They believed he was dead. The party to which he belonged had been most unlucky. They had been attacked by Indians, and robbed of everything—their wagons and oxen, horses, guns, camp-traps, and provisions; had turned back, half naked and starving; then cholera and fever overtook them, and two died—one, it was reported, being Farleigh."

"A few months later I was seized with a typhoid fever, which well-nigh ended me. On recovering, I resolved to make a trip to the Sandwich Islands to recruit. I reached Honolulu, after a quick and charming pas-

sage, much improved. On landing, and paying my respects to the custom-house, I walked up into the town. Seeing an apothecary's shop on the corner, I took the occasion to procure some medicine I had required during the passage for a sick passenger, and at the same time to make an acquaintance, perhaps, and hear the news. Drawing a card from my pocket, I wrote a prescription. The person to whom I handed it, to be compounded, was David Farleigh—or, rather, the ghost of him. Gracious heaven, how the poor, sensitive, trembling, helpless creature must have suffered! He cried on recognizing me, and fidgeted painfully among his spatulas and minim glasses, looked somewhat wild, and was desultory, almost to incoherence, in his talk. All the mind he had left, I thought, was not worth living for.

"The story I had heard at Steinberger's, about the mishaps of his mining party, was all true, except the report of his death. He had had cholera to the last extremity. His recovery, he said, was but a part of his ill fortune. A kind friend, touched by his crippled case, had paid his passage hither, and he had fled from California for safety and rest; a little longer and his distraction would have become madness. Some English merchants in Honolulu, had procured this place for him, where he found occupation for his mind, and a present bare subsistence. 'Whenever, whatever the end may be,' he said, 'I have no wish to postpone it.' He was as poor—poorer than ever; and now he would take the forty five dollars, and give me back my note. In this interview I ventured, for the first time, and very gradually, to ask:

"By-the-by, have you any family, Mr. Farleigh?"

"None, sir. Six months ago a little child, my last human tie, was torn away from me."

"The naturalness, quite without alarm or any sort of agitation, with which the answer was given, satisfied me that my acquaintance with the blackest chapter in his history had never been suspected by the poor fellow."

"About noon on the following day, having taken up my lodgings on shore, I called at Farleigh's place in the hope of taking him out for a cheerful walk, while at the same time he could be my cicerone to the sights of Honolulu. He was not there, had not been down that morning, his employer said—he might be ill he feared; his health and spirits were by no means good—he would send to see. But I would, myself, be going in that direction, I said, and would call. At his lodgings no one knew of his movements; they supposed he had gone to his business; he was very irregular at his meals, and often left in the morning without his breakfast. I went to his room; the door was locked, and there was no answer to my knocking. They suggested that he might be walking—he often took lonely and very long walks, sometimes up the Nuuanu valley as far as the Pali, sometimes by the plains down to the cocoa-nut groves at Waikiki. I was for a stroll myself. I would take that direction; perhaps I should meet him."

"In the evening, when I returned, nothing was yet known of Farleigh's whereabouts. But we agreed to let our fears rest for the

night, in the hope that he might be on board some English vessel in the harbor—several having arrived during the week—or with some of his English friends in the town. All night I was sleepless and full of fears. At noon next day, still no tidings of my poor friend. I became much excited, and urged the reasonableness of my fears from my intimate knowledge of the man's mental condition. It was resolved that the door should be broken open.

"Good God! could that horrid thing in the bed be Farleigh?—quite naked, swollen in every part of him to three times his living proportions, the face and breast black as ink, the eyes staring dreadfully, fairly bursting from their sockets, the nose and ears filled with blood. On a little table in the corner lay the money I had paid him; on the bed beside him a letter envelope, 'to David Farleigh, Honolulu, S. I., per barque Petrel,' the vessel which brought me over; on the floor, just as they had fallen from his hand, which hung over the side of the bed, the halves of a check in the following strange form:"

"Washington Hall, San Francisco, }
Sunday, February —, 1850. }

"Messrs. Burgoyne & Co., Bankers.

"Pay to David Farleigh, for and on account of Philip Farleigh, (his child and mine,) eleven thousand dollars (11,000.)

LUCY MASON,

"The lost—in her last hour."

"This singular paper bore the indorsement of Burgoyne & Co. No line of explanation accompanied it, at least none was found, nor was it ever discovered who had forwarded the check.

"You ask me what became of this money. You might as well ask what became of all the vigorous life, all the intellect and refined culture, all the ambition, courage, and virtue that went to San Francisco in '49."

"I have a tiny volume—a child's book of bible stories, with many wood-cuts, and bound in morocco, with a flap like a pocket-book. On a blank leaf is written 'Kate Farleigh, to her darling, Hobart Town, Christmas, 1848.'"

P. S.—Strange and inexplicable as it may seem, still it is not without good reasons that we assert that "Lucy Mason" visited Honolulu, and erected a monument to her injured and abused husband. The theater-going portion of the community, report says, paid liberally to witness the performances of this woman, who resided for several months in Honolulu, with her second husband. They subsequently removed to Sydney. We would merely add that the child referred to, report says, was taken to England, and there will inherit a large estate. Truth is stranger than fiction. Who is safe that does not daily offer the prayer, "Lead us not into temptation, but deliver us from evil?"

☞ We would call the attention of seamen and officers, spending the winter months in Honolulu, to the notice of Capt. Daniel Smith, offering to instruct pupils in the science of Navigation, &c. A few lessons might render them essential service in their progress and profession.

FREE-WILL OFFERINGS.

| | | | |
|---|---|-----------------|--------|
| Capt. Besse, of the <i>John Wells</i> , | - | Friend, Chapel. | |
| A friend, | - | - | \$5 00 |
| Mr. Ingraham, | - | - | 6 00 |

DONATIONS FOR THE SAILOR'S HOME.

| | | | |
|--|---|---|---------|
| J. A. Burdick, | - | - | \$10 00 |
| D. M. Weston, | - | - | 10 00 |
| A Friend, | - | - | 5 00 |
| A Friend, | - | - | 20 00 |
| Hon. W. L. Lee, | - | - | 25 00 |
| Capt. Ring, of ship <i>John Gilpin</i> , | - | - | 5 00 |

COST OF PUBLISHING "THE FRIEND" FOR 1856.

| | | |
|--|---|----------|
| Actual cost for printing and paper, no charge being made for stationery, office rent, editorial labors, &c., | - | \$895 86 |
| Debt upon <i>The Friend</i> , January 1, 1856, (see <i>Friend</i> of February, 1856, | - | \$161 02 |

| | | |
|---|---|------------|
| Total, | - | \$1,046 88 |
| Receipts from donors and subscribers, for 1856, | - | \$743 50 |

| | | |
|-----------------|---|----------|
| Debt for 1855-6 | - | \$803 38 |
|-----------------|---|----------|

INCIDENTAL EXPENSES OF THE CHAPEL FOR 1856.

| | |
|---|----------|
| Debt, January 1, 1856, (see <i>The Friend</i> ,) | \$241 21 |
| Sexton's Services, and Incidental Expenses, from Jan. 1, 1856, to Dec. 31, '56, | 166 15 |

| | | |
|---------------------|---|----------|
| Total, | - | \$407 36 |
| Donations for 1856, | - | 299 50 |

| | | |
|----------------------|---|----------|
| Debt, Dec. 30, 1856, | - | \$107 86 |
|----------------------|---|----------|

** Considering the efforts which have been made to establish the "Home" and sustain the other objects of benevolence, we are glad to find the debt so small upon *The Friend*, (\$303 38) and the Chapel, (\$107 86.)

We would merely remark, that we have endeavored to keep the expenses upon the Chapel as low as possible; but necessity will compel us to make repairs during the coming year. As the "Home" will not demand so much, in future, we hope *The Friend* and Chapel will receive liberal contributions, especially from the seafaring community, for whose benefit these objects are sustained.

DEDICATION.—The dedication of the new and beautiful Church, on Fort street, took place last Sabbath morning. The other congregations united in the exercises. The sermon was preached by the Rev. J. D. Strong. Although the weather was exceedingly unpropitious and showery, still there was a numerous audience present. The following Monday evening the sale of slips for the current year realized a handsome sum—more than sufficient to pay the Pastor's salary.

SHIPPING INTELLIGENCE.—It has always been our aim to furnish a tolerably full report of shipping and marine news for each month. During the coming year it is our plan to render our columns more replete with the latest intelligence respecting whale-ships and merchant vessels, arriving at and departing from the Sandwich Islands, as well as general shipping intelligence in other parts of the Pacific.

☞ Dr. T. C. B. Rooke, has kindly contributed valuable files of English and Mexican papers, for the Sailor's Home Reading-Room. Favors of this kind are exceedingly welcome just now, when the Reading-Room is so much visited.

**List of Boarders at the Sailor's Home
from September 21st, to December 22d,
Three Months.**

Samuel Ripley, Edgartown, U. S.;
A. S. A. Harrison, New London, U. S.;
John H. Clark, New York;
James Huntress, Boston, Massachusetts;
Samuel Davis, San Francisco;
George Russell, New Bedford, Mass.;
William G. Jones, Nova Scotia, N. B.;
William M. Lambert, Martha's Vineyard;
McAken, Edward McDow,
Dan'l McInnis, Frederick Basham,
William Lee, Henry Crook,
Charles Norton, Edgartown, U. S.;
Thomas Allen, New Bedford;
Prentice Avery, Preston S., Conn.;
William C. Cunningham, New York;
Franklin Daggart, Martha's Vineyard;
Capt. H. Upton, Salem, Mass.;
John H. Clark, New York;
Solomon L. Edwards, New York;
Henry Myers, New York;
Edw. H. Davis, Boston, Mass.;
Fbin Hawes, Maine;
William Robbins, Bath, Maine;
G. W. Luce, Holmes Hole, M. Vineyard;
Enos Jose Sylva, Joseph Musgrove,
Elbriege G. Lowell, Joseph Francis,
Benj. B. Lawrence, John Lewis,
Joseph S. Poulten, Joe Kanaka,
W. H. Vose, Richard L. Reed;
William J. Byron, Lewis Berry,
Geo. L. Marrior, Joseph Jackson,
Albert S. Clark, Frank Miller,
H. K. Vacker, Chas. W. Crocker,
Frank Booth, John W. Lewis,
William Opens,
W. P. Byron, Scotland;
Alexander Adams, New Bedford;
Alden Rownsville, Massachusetts;
William English, Salem, Mass.;
Frank Ashley, New Bedford;
John McEvoy, Patterson, New Jersey;
Frederick Johnson, Portland, Maine;
Wm. H. Norton, Martha's Vineyard;
Norton Decker, Greenbush, New York;
John Fisher, Sag Harbor, Long Island;
Colten Ladd, Lowell, Mass.;
Dennis C. Davis, New Bedford;
German Reed, New York;
George Ray, Buffalo, New York;
John F. Wild, Boston, Mass.;
Wm. Kelly, New York;
M. Benjamin, Preston, Connecticut;
John Constantia, New Bedford;
Chas. Darling, New York;
Samuel G. Flowers, New London;
Francis Clemment, New York;
Edward Von Horton, New York;
Edward Davis, Sterling, Mass.;
Joseph Lewis;
John Norton, Boston, Mass.;
James Boutwell, Germany;
John Williams, Lowell, Mass.;
Asa C. Thomson, Oxford, New York;
Lewis Stevens;
Adam Kohlopp, Germany;
W. H. Moore, Brookland;
Wm. Daily, Boston, Mass.;
Lewis Marrior, Springfield, Mass.;
Theodore Ridgway, Wm. R. Sharp,
Jas. W. Loomes, Norwich, Conn.;
C. H. Carlisle, Cleveland, Ohio;
Jerry Clifford, Richmond, New Hampshire;
John Peterson, Rotterdam, Holland;
Emile Benoit, France;

John F. Tehan, Maryland;
Phillip Dodge,
Robert Masters, Pittsburg, Pennsylvania;
John Frances, Cadiz, Spain;
Wm. Collin McKensey, England;
George Giles, Plymouth, England;
Fred Speaxel, Baltimore, Maryland;
John Norman, Benj. S. Brown,
John Duffy, Portland, Maine;
Manuel Ottis, Western Islands;
Joseph Bolton, E. H. Davis,
Ebenezer Hawes, D. Hagerty,
P. Carpenter, H. Whitney,
L. W. Williams, Connecticut;
David E. Nye, Sandwich, Mass.;
Geo. Heddes, New York;
John Weeks, Sandwich, Mass.;
John Murphy, Mass.;
Rob't Thompson, Glasgow, Scotland;
J. M. Shaw, New Bedford;
Charles Lewis;
Charles Hyatt, New York;
Thos. Kelley;
Richard May, London, England;
Charles Platt, New Bedford;
C. Robinson, Maine;
H. Murray, London, England;
Wm. F. Burt, Troy, New York;
Benjamin Stretch, Long Island;
James Wallace Long Island;
B. F. Carr, Pennsylvania;
Wm. Seven, New London;
John Williams 2d, New Bedford;
John Harrison, New Bedford;
A. Comstock, New York;
Richard Smith, Washington county, N. Y.;
Michael McMann, New Bedford;
John Williams 3d, New Bedford;
James Bartlett, New Bedford;
John Smith, New York;
D. S. Hewitt, Conn.;
J. Gooley, Halifax, N. J.
L. Westlock, London, England;
Arthur Rees, London, England;
C. Kaufman, New Bedford;
Charles Reinard, Germany;
C. H. Sprague, Mass;
H. Doomer, Mass;
L. Boyersdoff, New York;
John Tanner;
S. Bruce, Mass.;
Antony Hodgson, Liverpool, England;
John Howard, Boston, Mass.;
Wm. Campbell, Germany;
John Campbell, New York;
G. Darci, Pennsylvania;
Peter McGathon, New Jersey;
Henry Lamle, New York;
John Clark, Boston;
S. Netherland, St. Johns, N. B.;
Wm. Gordon, Cape Town;
Mr. Hammond, New Bedford;
Andrew Martin, New Hampshire;
L. E. Swan, Mass.;
A. Richardson, Chesire county;
Silas Stevens, Long Island;
Charles Stevens, New York;
S. Dimon, Long Island;
B. Stretcher;
Matthew Heney, Dublin, Ireland;
J. Walker, Baltimore, Md.;
S. Netherby, St. Johns, N. B.;
L. Stendman, Saratoga, N. Y.;
J. A. Sherison, West Indies;
N. Knight, Maine;
H. Handell, New York;
Chas. Westgate, Jerry McCarthy,

Charles Hood, New Bedford;
L. F. Alley, Nantucket;
G. H. Pitman, Boston, Mass.;
N. V. Halcomb, Conn.;
A. J. Banning;
L. Brimmer, New York;
Richard Goodwin, London, England;
Robt. Bowie, St. Helena;
Fred Tilt, Poland; J. Harrison;
C. Strasser, Germany;
Wm. Fordham, Long Island;
Frank Rodgers, New London;
J. L. Lincoln, Rhode Island;
W. H. Stevenson, Syacuse, N. Y.;
George Wake, England;
James Houser, Rhode Island;
J. K. Toof, Dutchess county, N. Y.;
Wm. E. Graham, Michigan;
J. P. Crosby, New Hampshire;
J. Thornton, New Hampshire;
J. H. Jordon, New York;
Wm. Forwood, New York;
W. P. Smith, New York;
Jas. Bradshaw, St. Helena;
Wm. Payne, Hudson, N. Y.;
J. L. Green, New York;
Jason Ryan, Conn.;
W. S. Keyson, New Hampshire;
Jas. Sdriek, New York;
W. H. Johnston, Conn.;
Wilson S. Styles, Rhode Island;
Geo. W. Ladd, New Hampshire;
Thos. Forwood, New York;
Wm. McCarthy, St. Helena;
Chas. Farnham, Mass.;
Michael McCauley, Ireland;
Frank Loomes, Mass.;
Chas. Williams, New York;
G. Gorton, New York;
Thos. Adams, Conn.;
J. Hamilton, New York;
Theodore Smith, Long Island;
J. McCormack, California;
J. E. Dillon, Long Island;
Wm. Bredernmyer, Hamburg;
Lathan Rathbone, Conn.;
Geo. S. Smith, New London;
John Dimmock, Halifax, N. B.;
G. A. Backus, New London;
John Leman, Philadelphia;
Geo. Bloom, New Jersey;
Wm. Haydon, Conn.;
Anto Ludwick, New York;
Albert Bloom, New York;
John Kelly, New York;
Geo. Nickols, London, England;
John Smith, New York;
Martin Roach, New Bedford;
G. R. Reed, Dartmouth, Mass.;
Wm. F. Sherman, Rochester, Mass.;
Mr. Wm. Barker, Mr. Dyer,
John Mossman, New London;
Adolf Kaufer, New London;

☞ The Trustees of the Sailor's Home would tender thanks to Capt. Thomas Spencer, for presenting the portrait of the King to the Reading-Room. Persons having maps, portraits or paintings, which they are disposed to part with, are respectfully invited to make contributions to the Sailor's Home Reading-Room.

☞ We would acknowledge our indebtedness to Mr. Fornander, for the valuable statistical information relating to the Islands, and found upon the sixth page of our paper.

THE HAWAIIAN ISLANDS'

COURT OFFICIAL AND MISCELLANEOUS REGISTER.

THE COURT.

HIS MAJESTY ALEX. LIILOHIO, KAMEHAMEHA IV.
Born Feb. 9, 1824. Ascended the Throne, Dec.
15, 1854. Married June 19, 1856.
HER MAJESTY EMMA. Born Jan. 2, 1836.
KUHINA NOI. H. R. H. the Princess VICTORIA KA-
MAMALU KAAHUMANU, Sister to His Majesty.
Born Nov. 1, 1838.
COMMANDER IN CHIEF, H. R. H. Prince LOT KAME-
HAMEHA, Brother to His Majesty. Born Dec.
11, 1850.

THE CABINET,

CHANCELLOR OF THE KINGDOM, and Chief Justice of the
Supreme Court, Hon. W. L. Lee.
MINISTER OF FOREIGN RELATIONS, H. EX. R. C. Wyllie.
MINISTER OF THE INTERIOR, H. EX. John Young.
MINISTER OF FINANCE, H. EX. E. H. Allen.
SECRETARY AT WAR, H. EX. R. C. Wyllie.

BOARD OF EDUCATION:

PRESIDENT, Rev. R. Armstrong, D. D.
DIRECTORS, H. R. H. Prince L. Kamehameha, and
H. EX. E. H. Allen.

GOVERNOR OF OAHU, H. EX. M. Kekuanoa. Residence
Honolulu.

GOVERNOR OF MAUI, H. EX. P. Nahalelua. Residence
Lahaina.

GOVERNOR OF HAWAII, H. EX. R. Keelikolani. Resi-
dence Hilo.

GOVERNOR OF KAUAI, H. EX. J. Kanoa. Residence
Nawiliwili.

MARSHAL OF HAW. ISLANDS, W. C. Parke.
COLLECTOR GENERAL OF CUSTOMS, Warren Goodale.

SUPERINTENDENT OF PUBLIC WORKS, R. A. S. Wood.
DIRECTOR OF GOVERNMENT PRESS, C. G. Hopkins.

POST MASTER GENERAL, J. Jackson.
REGISTRAR OF CONVEYANCES, A. B. Bates.

HARBOR MASTER IN HONOLULU, H. J. H. Holdsworth.
PILOTS AT HONOLULU, Capt. H. S. Howland, G. H. Luce.

CHIEF ENGINEER OF FIRE DEPT., A. J. Cartwright.

1st Associate JUDGE OF SUP. COURT, Hon. G. M. Ro-
bertson.

2nd. do. do. Hon. John H.
JUDGE OF PROBATE COURT, Hon. L. Andrews, Sen.

CIRCUIT JUDGES:
1st. DISTRICT, Oahu, Hon. S. Kapena & R. Moffit.

2nd. do., Maui, Hon. John Richardson.

2nd. do., Hawaii, Hon. S. L. Austin, James
Wight.

4th. do., Kauai, Hon. J. Hardy.

TERMS OF SUPREME COURT. Sitting at Honolulu, First
Monday in January, April, July and October.

TERMS OF CIRCUIT COURTS. At Maui, Lahaina, on Se-
cond Monday in May and November: at Hawaii,
Hilo, on First Monday in September: at Kauai,
Nawiliwili, on First Monday in June: and at Ho-
nolulu on First Monday in August.

BOARD OF HEALTH:
PRESIDENT, H. R. H. Prince L. Kamehameha.

MEMBERS, W. C. Parke & T. C. B. Rooke, M. C.
S., King's Physician.

PORT PHYSICIAN at Honolulu, S. P. Ford, M. D.

AGRICULTURAL SOCIETY, ROYAL HAWAIIAN
PRESIDENT, J. F. B. Marshall.

CORRESPONDING SECRETARY, W. Hillebrand.

AGRICULTURAL SOCIETY, NATIVE HAWAIIAN
PRESIDENT, His Majesty Kamehameha IV.

SECRETARY, S. P. Kalama.

HAWAIIAN MEDICAL SOCIETY:
PRESIDENT, R. W. Wood, M. D.

SECRETARY, C. F. Guilleu, M. D.

SAILORS' HOME SOCIETY:
PRESIDENT, H. M. Kamehameha IV.

SECRETARY, Ich. Bartlett.

HONOLULU, S. I.

The New Era ALMANAC, 1857.

| 1857. | S | M | T | W | T | F | S | 1857. | S | M | T | W | T | F | S |
|-------|----|----|----|----|----|----|----|-------|----|----|----|----|----|----|----|
| Jan. | | | | | | | | July | | | | | | | |
| | 4 | 5 | 6 | 7 | 8 | 9 | 10 | | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| | 11 | 12 | 13 | 14 | 15 | 16 | 17 | | 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| | 18 | 19 | 20 | 21 | 22 | 23 | 24 | | 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| | 25 | 26 | 27 | 28 | 29 | 30 | 31 | | 26 | 27 | 28 | 29 | 30 | 31 | |
| Feb. | 1 | 2 | 3 | 4 | 5 | 6 | 7 | Aug. | 2 | 3 | 4 | 5 | 6 | 7 | 8 |
| | 8 | 9 | 10 | 11 | 12 | 13 | 14 | | 9 | 10 | 11 | 12 | 13 | 14 | 15 |
| | 15 | 16 | 17 | 18 | 19 | 20 | 21 | | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| | 22 | 23 | 24 | 25 | 26 | 27 | 28 | | 23 | 24 | 25 | 26 | 27 | 28 | 29 |
| Mar. | 1 | 2 | 3 | 4 | 5 | 6 | 7 | Sept. | 30 | 31 | | | | | |
| | 8 | 9 | 10 | 11 | 12 | 13 | 14 | | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| | 15 | 16 | 17 | 18 | 19 | 20 | 21 | | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| | 22 | 23 | 24 | 25 | 26 | 27 | 28 | | 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| Apr. | 29 | 30 | 31 | | | | | | 27 | 28 | 29 | 30 | | | |
| | 5 | 6 | 7 | 8 | 9 | 10 | 11 | Oct. | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| | 12 | 13 | 14 | 15 | 16 | 17 | 18 | | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| | 19 | 20 | 21 | 22 | 23 | 24 | 25 | | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| | 26 | 27 | 28 | 29 | 30 | | | | 25 | 26 | 27 | 28 | 29 | 30 | 31 |
| May | 3 | 4 | 5 | 6 | 7 | 8 | 9 | Nov. | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| | 10 | 11 | 12 | 13 | 14 | 15 | 16 | | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | 17 | 18 | 19 | 20 | 21 | 22 | 23 | | 15 | 16 | 17 | 18 | 19 | 20 | 21 |
| | 24 | 25 | 26 | 27 | 28 | 29 | 30 | | 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| June | 31 | | | | | | | | 29 | 30 | 31 | | | | |
| | 7 | 8 | 9 | 10 | 11 | 12 | 13 | Dec. | 6 | 7 | 8 | 9 | 10 | 11 | 12 |
| | 14 | 15 | 16 | 17 | 18 | 19 | 20 | | 13 | 14 | 15 | 16 | 17 | 18 | 19 |
| | 21 | 22 | 23 | 24 | 25 | 26 | 27 | | 20 | 21 | 22 | 23 | 24 | 25 | 26 |
| | 28 | 29 | 30 | | | | | | 27 | 28 | 29 | 30 | 31 | | |

1857.

GOLDEN NUMBER - - 15. SOLAR CYCLE - - 18.
EPOCH - - - - 4. DOMINICAL LETTER.

PHASES OF THE MOON.

| JAN. | FULL MOON.... 9th. | JULY | FULL MOON.... 6th. |
|------|--------------------|-------|--------------------|
| " | New " 25th. | " | New " 20th. |
| FEB. | FULL " 8th. | AUG. | FULL " 5th. |
| " | New " 24th. | " | New " 19th. |
| MCH. | FULL " 7th. | SEPT. | FULL " 4th. |
| " | New " 23rd. | " | New " 18th. |
| APR. | FULL " 6th. | OCT. | FULL " 3rd. |
| " | New " 22nd. | " | New " 17th. |
| MAY | FULL " 5th. | NOV. | FULL " 2nd. |
| " | New " 21st. | " | New " 16th. |
| JUNE | FULL " 4th. | DEC. | FULL " 1st. |
| " | New " 20th. | " | New " 15th. |

ECLIPSES.

- There will be two eclipses, both of the Sun.
1. Total eclipse of the Sun, visible here, begins on Earth generally March, 25d.; 7h., 50m.; mean time at Greenwich, in Long. 155, 18 E., Lat. 32, 31 S.; and ends on Earth generally March 25d., 14h., 5m.; Long. 164, 36 W., Lat. 25, 50 N. Northern line of contact 172, 8 W., 21, 59 N.; line of central eclipse, 114, 41 W., 22, 16 N.
- Annular eclipse of the Sun, Sept. 17th., invisible here.

STRANGERS' FRIEND SOCIETY:

PRESIDENT, Mrs. Damon.
SECRETARY, Mrs. Lee.

MECHANICS' BENEFIT UNION:

PRESIDENT, R. Giblin.
SECRETARY, G. C. McLean.

HAWAIIAN MISSIONARY SOCIETY:

PRESIDENT, Rev. A. Thurston.
CORRESPONDING SECRETARY, Rev. L. Smith.

HAWAIIAN TRACT SOCIETY:

PRESIDENT, Rev. A. Bishop.
SECRETARY, Rev. J. D. Strong.

HAWAIIAN BIBLE SOCIETY:

PRESIDENT, R. W. Wood, M. D.
SECRETARY, Rev. S. C. Damon.

OAHU COLLEGE, at Punahou, 2 miles from Honolulu.
PRINCIPAL, E. G. Beckwith.

HOSPITAL, MARINE, U. S., corner of Punchbowl and
Beretania Streets.

UNDERWRITERS:

BREMEN, Board of, Agt., F. Stapenhorst.
NEW YORK, " " A. J. Cartwright.
PHILADELPHIA, " " P. Folger.
HAMBURG & LUBEK, " " Krull & Moll.
LIVERPOOL, " " R. C. Jackson.
LLOYD'S, LONDON, " " do.
NORTH ASSURANCE CO., " " do.

CLUBS AT HONOLULU:

ENGLISH, Adam's Lane, two doors above Govern-
ment House.
GERMAN, North side of Nuuanu Road, just above
the 1st. Bridge.
AMERICAN, in Hotel St., one door from Richard
St.

PLACES OF WORSHIP AT HONOLULU:

KING'S CHAPEL, Haw., Rev. E. W. Clark, Pastor
King St., beyond the Palace.
CATHOLIC CHURCH, Haw., Musgr. L. Malpret, Bi-
shop, nearly at the corner of Beretania & Fort
Sts.

SMITH'S CHURCH, Haw., Rev. L. Smith, Beretania
St. near Nuuanu.

SEAMEN'S BROTHER, Eng., Rev. S. C. Damon, King
St. and Bethel St.

METHODIST CHURCH, Eng., Rev. W. S. Turner,
corner of Tutu and Nuuanu Sts.
FORT STREET CHURCH, Eng., Rev. J. D. Strong,
corner of Fort and Beretania Sts.

THEATRE, ROYAL HAWAIIAN, corner of Hotel and A-
lahee Sts.

PRINTING OFFICES:

POLYNESIAN, Merch. St., north of the Post Office.
P. C. ADVERTISER, " south
NEW ERA, Nuuanu St., head of Merchant St.
PROTESTANT MISSION, King St., opposite the King's
Chapel.

CATHOLIC MISSION, Fort St., near Beretania St.

FOREIGN REPRESENTATIVES, DIPLOMATIC.
ENGLAND, Commissioner and Consul General, W.
Miller.

FRANCE, Consul, Commissioner & Plenipotentiary
E. Perrin.

U. STATES, Commissioner, Hon. D. L. Gregg

FOREIGN REPRESENTATIVES, CONSULAR.
DENMARK, L. H. Anthon.

GILL, A. P. Everett.

SWEDEN & NORWAY, H. Hackfeld.

U. STATES, G. A. Lathrop.

HAMBURG, E. Moll.

BREMEN, C. G. Melchers.

PRUSSIA, G. Reiners.

U. STATES, A. G. Chandler, (At Lahaina.)

" T. Miller, (At Hilo.)

RELIGIOUS & SECULAR FESTIVALS.

| | | | | | |
|-----------------------------------|---------|--------------------------------------|------------------------------|---------------|----------|
| EPIPHANY | Jan. 6. | QUADRAGESIMA, (1st. Sunday in Lent.) | Mar. 1. | GOOD FRIDAY | Apr. 10. |
| SEPTUAGESIMA | Feb. 5. | BIRTH OF KAMEHAMEHA IV. | Feb. 9. | EASTER SUNDAY | " 12. |
| QUINQUAGESIMA, (Shrove Sunday.) | " 22d. | PALM SUNDAY | Apr. 5. | ASCENSION DAY | May 21. |
| PENTECOST, (White Sunday.) | May 31. | | RESTORATION OF HAWAIIAN FLAG | July 31. | |
| TRINITY SUNDAY | June 7. | | MICHAELMAS DAY | Sept. 29. | |
| S. JOHN BAPTIST, (Midsummer Day.) | " 24. | | FIRST SUNDAY IN ADVENT | Nov. 29. | |
| | | RECOGNITION OF HAW. INDEPENDENCE, | Nov. 28. | | |
| | | CHRISTMAS DAY | Dec. 25. | | |
| | | ST. JOHN THE EVANGELIST | " 27. | | |

COMMUNICATIONS.

[For the Friend.]

What a Curse it is! Is there no Way of Putting a Stop to Intemperance?

Johnny Hodges, of Sargent's Temperance Tales, is not the only one who has made this exclamation and inquiry. Johnny, as I hope every seaman knows, for every seaman should be familiar with those tales. I say, Johnny Hodges had his own trials in a miserable drunken wife, and had ample reason to speak of the use of intoxicating drinks as a bitter curse, and to desire that a speedy end might be put to intemperance. But there are worse cases than that of Hodge's. Let us look at some of them.

The poor sickly wife, with her starving babes, sees her once temperate, industrious, affectionate husband, staggering home from a debauch, where he has consumed the only means of providing fuel and bread for those whom he had sworn to feed, clothe and cherish. His idiotic laugh alternating with insane rage, causes the rags which cover his children's nakedness, to shake through fear, and they cling to their mother for protection. The wretched woman, as she looks back on the past and anticipates the future, cries out in anguish of spirit, "What a curse! Is there no prospect of putting an end to intemperance?"

The widowed mother, whose poverty on the one hand, and whose desire for her son's future welfare on the other, wrung from her a reluctant consent that he should tempt the danger of the sea, on bidding him adieu, beseeches him to fear God, reverence his name and revere his Sabbaths; to beware of the intoxicating cup, of the house of the strange woman, and of the society of the profane and vulgar; to read daily a portion of the blessed Bible, and make a conscience of secret prayer. She follows him with her prayers and best wishes, and waits with anxiety to hear of his welfare; waits with emotions which only a mother, and a widowed mother, can know.

Months roll away. She hears, at length, that her son had safely weathered the stormy Cape; had been delivered from many a danger, and had entered the calm waters of the Pacific. Again she hears that he has escaped contact with the Northern ice-berg when there seemed but a step between him and death. She hears, still again, that the ship which bears this solace of her heart, now anchored near one of the sunny isles of the Pacific, is soon to leave on its homeward-bound passage, to cruise along a while, then press all sail for its original port. Her heart beats with joyous emotions when, as she wakes from pleasant dreams in which she found herself, embraces her long-absent boy. But here comes another letter, in a strange hand, and with such a seal! With a trembling hand she opens it, and finds it addressed to the mother of _____ who, she learns on reading further, sleeps his last sleep on the Island, near the port of _____. She gathers from the letter that her poor boy, in racing his horse with some jovial companions, was thrown to the ground with such violence as to cause his death, in a few hours, and as the truth flashes across her mind, that her child fills a drunkard's grave, the broken-hearted mother exclaims, "What a curse it

is! Is there no prospect of putting an end to intemperance?" She cries, lifting her eyes upward, "Thou rulest the raging of the sea. When the waves thereof arise thou stillest them." But, O God; What can control the lust for gain in the bosoms of the dealers in intoxicating drinks? Is there no end to be put to intemperance? What a curse!

Let us talk about it, and see the *necessity*, the *prospect*, and the *means* of reform.

Yours,

AMICUS.

[For the Friend.]

HILO, HAWAII, Nov. 26, 1856.

MR. DAMON—Dear Sir:—In looking over an old album, I find a piece written on the occasion of the Rev. Enoch Mudge's retiring from his labors as Seamen's Chaplain, at the port of New Bedford, where, as you are aware, he labored for many years for the good of sailors, many of whom, I doubt not, will read the production with pleasure, and by so doing, will be led back to olden times, when the good old man went about among them, doing good:

Yours very truly,

J. WORTH.

Lines Occasioned by the Rev. Mr. Mudge Leaving the Bethel, New Bedford.

Sailor ahoy; what cheer my lad?

What news from home? Why, news that's bad;

Our home-coast Light has gone—

That fine old light that shone so clear,

And told of shoals and quick-sands near—

Good Father Mudge, to sailors dear,

Has bid farewell our town.

No more his beacon-light will gleam;

No more of home-shed radiant beam

To sailors coasting there,

You know, my "maties," where he stood,

By yonder headland, o'er life's flood,

And pointed us to heaven and God.

You know his life-boat prayer.

'Twas good to steer by that old light;

It shone so steady, loomed so bright;

'Twas trimmed with heavenly oil;

'Twas tended well. And then you know,

As adverse winds did rudely blow,

Beneath his lee we could lay low,

And share his generous toil.

Our fortune bilged—on beam-ends cast,

Without an oar, a helm, a mast:

This was our anchor sure.

Our Father Mudge would set all right,

Tow us within the Bethel light;

Then right us—fit us, make all right,

And snuger than before.

Yes, then, he'd freight us for the skies,

And store our souls with rich supplies—

With chart and compass given—

Why, Jack, you do not mean to say

He's slipped his cable from life's bay,

Has hove up anchor, sailed away

To join the fleet in Heaven?

No, Matty, not exactly that;

He's laid in ordinary yet,

'Till sailing orders come;

But since you sailed he's shipped two seas

That swept his deck—raised such a breeze

About his hull, that as he says,

He's waiting to go home.

God bless him, then he's yet alive;

Why how he used his bark to drive

To save a foundering crew,

I often thought his jib he'd split,

Or loose his spars, he'd such a gait.

His motto was, he'd save them yet,

And charter them anew.

He loved his compass, steady steered,
And trimmed his sails, and rightly cheered
With any of life's crew.

On Zion's deck he walked aright;

Aloft, below, by day, by night,

The will of God was his delight,*

His work and glory too.

He's almost done, his voyage most o'er;

Heaven's headlands rise, he hears the shore;

He'll now receive his pay.

Yes, Jack, and there's the prices too;

He draws a share from I and you,

And hundreds more! Oh, what a view

Will fill his soul that day.

Beside his Admiral's ship, he'll range

With Christ and Angels bright—exchange

Salutes of ceaseless love.

The trophies won, too, by the way,

From truck to deck truth shall display,

And Heaven's breezes waft them endlessly

Who dwell with him above:

THE SAILOR'S HOME.**MR. & MRS. THURM, MANAGERS.**

THE HOUSE IS NOW OPEN FOR THE ACCOMMODATION of Seamen. Board and Lodging will be furnished on the most reasonable terms. The Managers, having for several years kept a private boarding-house in Honolulu, and during that period accommodated many seamen, hope to receive the patronage of the seafaring community. Seamen may rest assured that no efforts will be spared to furnish them a comfortable home during their stay in port. Boarders accommodated by the week or single meals. Apply for Board at the office, in the dining-room.

Seamen ashore on liberty will be furnished with single meals, and a night's lodging.

Masters of vessels lying "off and on," are notified that their boat's crews, while on shore, will find good accommodations, on reasonable terms, at the Home.

BIBLE, BOOK AND TRACT DEPOSITORY, SAILOR'S HOME, HONOLULU.

BIBLES, BOOKS AND TRACTS, in the English, French, Portuguese, German, Welsh, Swedish and Spanish languages. These books are offered for sale, at cost prices, by the Hawaiian Bible and Tract Societies, but furnished

GRATUITOUSLY TO SEAMEN.

Also, Office of *The Friend*, bound volumes for sale. Subscriptions received.

N. B.—Seamen belonging to vessels lying "off and on," will be supplied with books and papers, by calling at the Depository, from 12 to 3 o'clock P. M.

S. C. DAMON,
Seamen's Chaplain.

B. W. FIELD, COMMISSION MERCHANT, HONOLULU, OAHU, H. I.

By Permission, he Refers to

C. W. Cartwright, President of Manufacturer's Insurance Company, Boston;

H. A. Pierce, Boston;

Thayer, Rice & Co., Boston;

Edward Mott Robinson, New Bedford;

John W. Barrett & Sons, Nantucket;

Perkins & Smith, New London.

THE READING-ROOM

AT THE SAILOR'S HOME IS OPEN, AND free to the public; and all seamen visiting this port, are especially invited to make it a place of resort, whether they board at the Home, or other boarding-houses in Honolulu, or are connected with the shipping. During the shipping season it will be lighted evenings.

Seamen visiting the Reading-Room, and desirous of writing letters, will be furnished with "pen, ink and paper," gratis, by applying to the person having charge of the Room. tf

TO MASTERS OF WHALE-SHIPS
VISITING THE HAWAIIAN ISLANDS.

YOUR ATTENTION is called to the following facts which are offered as inducements to visit KEALAKEAKUA BAY the coming season for recruits.

You will find here the greatest abundance, and of the best kind, the following articles, which will be furnished at the shortest notice, and at moderate prices:—Sweet Potatoes, the best the Island affords; Squashes, Melons, Oranges, Cocoanuts, Beef, Mutton, Goats, Hogs, Fowls, Turkeys, Wood in any quantity, delivered at the landing. Lastly and most important, you will run no risk of small-pox, as that pestilence has not appeared here, nor within several miles of this Bay. Every attention will be paid to those who may favor us with a call.

Kealakeakua, Hawaii.

P. CUMINGS.

G. P. JUDD, M. D.,
PHYSICIAN AND SURGEON,
HONOLULU, OAHU, S. I.

Office, corner of Fort and Merchant streets. Office open from 9 A. M. to 4 P. M.

E. HOFFMANN,
PHYSICIAN AND SURGEON,

Office in the New Drug Store, corner of Kaahumanu and Queen streets, Makee & Anthon's Block. Open day and night.

HARDWARE STORE,
ON FORT STREET, NEAR HOTEL STREET.

LOCKS of all kinds, Hinges, Screws, Tacks, Razors, Cut and Wrought Nails, Spikes, Brads, Files, Carpenters' Tools of all kinds, Pocket and Sheath-Knives, Marlinspikes, Caulking-Irons and Mallets, and numerous other articles, for sale at the lowest prices, by (tf) W. N. LADD.

GILMAN & CO.,
Ship Chandlers and General Agents,
LAHAINA, MAUI, S. I.
Ships supplied with Recruits, Storage and Money.C. H. WETMORE,
PHYSICIAN AND SURGEON,
HILO, HAWAII, S. I.

N. B.—Medicine Chests carefully replenished, and on reasonable terms.

B. PITMAN,
DEALER IN
GENERAL MERCHANDISE, AND
HAWAIIAN PRODUCE,
BYRON'S BAY, HILO, HAWAII, S. I.

All Stores required by whale-ships and others, supplied on reasonable terms, and at the shortest notice.

WANTED—Exchange on the United States and Europe. Oct. 2, 1854.

SAM'L N. CASTLE. AMOS S. COOKE.
CASTLE & COOKE,
IMPORTERS AND WHOLESALE AND RETAIL
DEALERS IN

GENERAL MERCHANDISE,
At the old stand, corner of King and School streets, near the large Stone Church. Also, at the Store formerly occupied by C. H. Nicholson, in King street, opposite the Seamen's Chapel.

IRON HURDLES

FOR SALE at the Hudson's Bay Company's Store, eight feet long—three dollars each. tf

PORT OF HONOLULU, H. I.

ARRIVALS.

- Dec. 18—Am wh bk Italy, Weld, fm Lahaina.
19—" bark Yankee, Smith, 14 ds fm San Francisco, with merchandise to C. A. Williams & Co.
20—Russian clipper ship Nicolas 1st, Jusaliens, fm Sitka. Wednesday morning, and then sailed for China.
21—Am bark Fanny Major, Lawton, 17 ds fm S. Francisco, with merchandise to Captain.
24—Br sh Post, Wiegard, from sea.
Dec. 25—Chilean brig Escape, Gasso, from sea in distress.
27—Haw schr Kekaulohi, put back, having split her sails in the gale on Friday.
27—Haw schr Maria, Moiteno, from Lahaina.
29—Haw schr Kamehameha, Gulick, from Koloa.
29—Am wh bg Prince de Joinville, Babcock, 250 wh oil.
29—Am wh bk Harriet, Spencer, returned to land the Captain, who is very sick.

DEPARTURES.

- Dec. 18—Br sh Post, Wiegard, for San Francisco.
18—Chil bg Escape, Gasso, for Tahiti.
18—Am bk Delaware, Allen, for New London.
18—Am sh Abraham Barker, for New Bedford.
18—Am sh South Boston, Randolph, to cruise.
20—Bremen ship Republic, Seger, to cruise.
20—Am ship Pacific, Snell, to cruise.
20—Am ship Alice Mandell, Dennis, to cruise.
22—Am ship Pocahontas, Butler, Tisbury.
22—Am ship Adeline Gibbs, Pomeroy, Fairhaven.
24—Am bark Messenger Bird, Homer, for Guam.
Dec. 24—Am wh sh Chandler Price, Holcomb, for N. Bedford.
24—Am wh sh Seine, Landre, to cruise.
25—Schr Liholihio, Paty, for Jarvis Island, via Lahaina.
25—Haw schr Liholihio, Paty, for Jarvis' Is. via Lahaina.
26—Am wh sh Eliza F. Mason, Jernegan, for New Bedford.
29—Am wh sh Magnolia, Cox, to cruise.
30—Am wh bk Prudent, Hamilton, to cruise.
30—Am wh sh Wm Badger, Braley, to cruise and home.
30—Am wh bk Alice, Penny, to cruise.
30—Am wh sh Rebecca Simms, Gavitt, for New Bedford.
30—Am wh sh Ontario, Tooker, to cruise.
Most of the above vessels are in port, (Dec. 31) waiting for a fair wind.

MEMORANDA.

THE STORM which has been blowing for the past week, did some damage in the harbor on Friday last. The whale-ship *South Boston*, which had just discharged her oil, was blown over on to the ship *Post*, and carried away her fore-topmast, breaking the mast into three pieces. Several other vessels were injured slightly by swinging foul of each other, and chafing, but no serious damage was done.

REMOVED LOSS OF A COASTER.—A rumor has prevailed in town for the past few days, that a coaster, or several of them, were lost in the gale on Friday. The report was brought by the *Hakaleleponi*, and as near as we can ascertain the truth, a small schooner, supposed to be the iron schooner *Alice*, was seen ashore. But we can find nothing reliable in regard to the accident.

THE SHIP POST.—The leak in this ship appears to be more serious than was at first anticipated. We learn that it will be necessary to discharge her cargo, and leave her down to repair. The schooner *Kekaulohi* returned to port on Saturday last, having torn her sails, and sustained other damage in the storm of Friday.

LEAKING.—The bark *Hoopley*, Cole, which went to sea Dec. 11, returned on the 13th leaking in the bows and stern. Her crew also refused duty.

The whaling bark *Prudent*, of Greenport, was found to be leaking badly, having five feet water in her hold. On examination it was found that an attempt had been made to scuttle her by boring an auger hole through her bow, about three feet below water mark. She has been repaired.

The ship *Great Republic* was loading at New York for California, and would sail about 15th or 20th November. There is some prospect that we may see her this way.

SHIP "BENJAMIN TUCKER."—November 3, 1856, sea account. In lat. 45-00 N., long. 172-00 E. These 24 hours commences with heavy rain-squalls and a heavy swell on, the gale still increasing—steering E.S.E. At 4 P. M. carried away the braces of the fore-yard—took in the foresail and secured the yard—the ship laboring very heavily and shipping a good deal of water on deck. Stove and started the bulwarks on both sides. At half-past 5 P. M. came to on the larboard tack with the fore spencer and lee clew of the main topsail, the weather yard-arm furled snug, made everything secure about deck, the ship laying easy and quite dry. At 8 P. M. a sea struck her forward, carrying away the bowsprit just outside the night-heads, taking all the head gear and fore stays; called all hands to clear the wreck. At half-past 8 P. M. the foremast broke off by the deck, the head of it went over the side, taking the topmast and yards, and all the gear with it; also, at the same time, the main topmast and top gallant mast and yards, and all the gear fell as far as the rigging would let it, and carried away the main stay. At 9 P. M. the main mast broke off 12 feet above the deck, taking off all the head of the mizen mast—at the same time broke down the boat house, smashed off one boat, broke down the monkey rail, and carried away two davits and stove two more boats—also ripped up the forward part of the after-house. At midnight, wind from the N.W., and blowing a perfect hurricane in squalls, with a heavy combing sea, the ship laboring very heavily, but quite dry, and leaking 300 strokes per hour; latter part the wind veered to W.N.W., and blowed heavy in squalls. So ends. Employed in clearing away the wreck.

Ship *Ocean*, of Warren, will load oil and return to the United States. Has engaged the oil on board the *Italy*, 1800 barrels, and will take about 1200 barrels besides. Sails in about three weeks.

The *Br. sh Post*, Wiegard, which sailed for San Francisco on the 18th, returned yesterday leaking. She was out during the heavy N.E. gale, which has been blowing since she left port. Chilean brig *Escape*, that sailed for Tahiti same days since, returned here on the 25th, in consequence of the sickness of the captain.

PASSENGERS.

FROM SAN FRANCISCO—per Fanny Major—Mrs. G. M. Lawton and daughter, Francis Silvia.
FOR FAIRHAVEN—Per Adeline Gibbs—Mrs. Stuart and child, Mrs. Pomroy and two children.
FROM SAN FRANCISCO—per Yankee—B. F. White, E. Krull, Eastman F. Botches, J. Risson, Miss Miller, Fongatui, Yong Aku, Ahol, Mr. Heading, and Mr. Levy.
FOR SAN FRANCISCO—per Post—Mrs. and Miss Immel, Samuel Hancock, Chesnut, W. H. Tripp, Aaron Luce, M. Murray, C. Turner, Frank Silvia, Geo. Peterson.
FOR NEW LONDON—per Merrimack—B. F. Harder, lady and two children.
FROM YANCOVVER'S ISLAND—per Recovery—E. M. Grubb, Peter Burke, Alex. Gustav.
FROM OCHOTSK SEA—per Benj. Tucker—William and Harry, shipwrecked in brig Tarquina.
FOR AUCKLAND—per Warren—Henry Gordon, lady and three children.
FOR NEW BEDFORD—per ship Eliza F. Mason—Mrs. Captain Jernegan and son, Miss S. W. Wilson, and Mr. T. S. Seymour.
FROM COSTA RICA—per Prince de Joinville—Capt. Lovell and lady.
FOR NEW BEDFORD—per ship John Gilpin—Messrs. Bannister and Hutchins.
FOR JARVIS' and NEW NANTUCKET ISLANDS—per sch. Liholihio—Mr. Chas. Judd and Mr. Benson.

Vessels Expected from Foreign Ports.

Am. bark Frances Palmer, Green, will leave San Francisco for this port about Jan. 5.
Am ship Raduga—was to leave Boston about Nov. 10, with cargo mdize for Honolulu, to C. Brewer.
Am clipper ship Golden City was to sail about Dec. 18, touching at this port from San Francisco.
Bremen brig Kandi was to sail fm Bremen latter part of Sept. with cargo merchandise to Hoffschlaeger and Stapenhorst.
American schooner Vaquero, Newell, to leave San Francisco, Dec. 25, en route for Sydney.
American sch. Flying Dart, Freeman, from S. Francisco about Dec. 20. (Uncertain).
British brig Veloz, Jones, sailed from Liverpool for Honolulu, in June.
British clipper ship Kamehameha IV was to sail from London for Honolulu.

PORT OF LAHAINA, MAUI.

ARRIVALS.

- Dec. 18—Am wh bk Italy, Weld, of Greenport, fm Kamschatka, 900 wh, 9000 bone, season.

DEPARTURES.

- Dec. 1—Am wh sh Jireh Swift, Earl, for home.
2—Am wh sh Young Phoenix, Tobey, for Honolulu.
3—Am wh sh Cambria, Pease, for New Zealand.
3—Am wh sh Three Brothers, Cleaveland, cruise.
3—Am wh sh Navigator, Fisher, cruise.
4—Am wh sh L. C. Rich mond, Cochran, cruise.
4—Am wh bk Newton, Sherman, cruise.
4—Am wh sh Trident, Taber, cruise.
4—Am wh sh Roman, Devoll, cruise.
8—Am wh sh Moctezuma, Fisher, cruise and home.
9—Am wh sh Geo Washington, Allen, home.
10—Am wh sh Junior, Andrews, home.
10—Am wh sh Olympia, Ryan, home.
13—Am wh bk Manuel Ortiz, Heustis, cruise and home.
15—Am wh bk Italy, Weld, for Honolulu.

MEMORANDA.

We have have had in Lahaina this fall season 76 whale ships and 2 merchantmen.

Bark *Italy* experienced a gale of wind on her passage down in latitude 45 N.—Shipped a heavy sea, carried away the head of her fore-mast, lost fore-top-mast, fore-top-gallant and royal mast, main-top-gallant and royal-mast, bowsprit, jib-boom and flying jib-boom &c. Most of the crew down with the scurvy will be down to Honolulu in a few days to repair. C. S. R.

MARRIED.

On the 12th inst., by the Rev. S. C. Damon, Wm. Pearson, Esq., to Mrs. SARAH DUTCHER, both of this city.

NAVIGATION TAUGHT.

THE SUBSCRIBER, RESIDING IN A TENEMENT OF MR. LOVE, in Nuuanu street, would give notice that he will instruct pupils in Navigation and Nautical Astronomy. For terms, please make inquiries at his lodgings.

DANIEL SMITH.

J. WORTH,

HAVING established himself in business at Hilo, Hawaii, is prepared to furnish ships with Recruits, on favorable terms for Cash, Goods or Bills on the United States.

THE FRIEND.

New Series, Vol. 8, No. 2.

HONOLULU, FEBRUARY 3, 1857.

{Old Series, Vol. 14.

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THE FRIEND.

HONOLULU, FEBRUARY 3, 1857.

INSTALLATION.

On the 11th ult. Rev. J. D. Strong was installed as Pastor over the Fort street Church of this city. The sermon and introductory exercises were by Rev. R. Armstrong, D.D.; installing prayer by Rev. L. Andrews; right hand of fellowship by Rev. S. C. Damon; charge to the Pastor by Rev. A. Bishop; charge to the people by Rev. L. Smith; concluding prayer by Rev. P. J. Gulick.

The sermon was preached from Gal. 5: 13. "By love serve one another," and was very instructive and appropriate. After remarking that the idea of service lay at the foundation of the Christian Church, and that each member of the brotherhood was under obligation to serve, the preacher proceeded to discuss the following points:—1. The kind of services mutually due between Pastor and people. 2. The spirit with which they should be performed. 3. The results which flow from them. The large audience seemed to be much interested, and to go away feeling that to "serve one another in love," as the gospel requires, is not only a dignified duty but a privilege.

ORDINATION.—The ordination of E. G. Beckwith, Esq., President of Oahu College, as an Evangelist, took place Sabbath evening, Feb. 1st, at the Fort Street Church. The following was the order of exercises on the occasion:

Prayer—By Rev. E. W. Clark.
Introductory Exercises—By Rev. L. Smith.
Sermon—By Rev. B. W. Parker.
Ordaining Prayer—By Rev. S. C. Damon.
Right Hand of Fellowship—By Rev. J. D. Strong.
Charge to the Candidate—By Rev. R. Armstrong, D. D.
Concluding Prayer—By Rev. A. Bishop.
Benediction—By Mr. Beckwith.

Interest in behalf of the Home.

It is highly gratifying and encouraging to receive intimations that the ladies in the several towns of New England propose furnishing rooms in the Sailors' Home. Ere long "New London," "Dorchester," and other names will be registered in different apartments. In answer to letters of inquiry, we would make the following statement respecting the amount necessary to furnish a room. If all the furniture and bedding should be purchased in Honolulu, \$100 in money is required—but when bedding, &c., is forwarded, the sum of \$40 or \$50 will meet the necessary expense. We learn from Mr. and Mrs. Thrum, managers, that *unbleached cotton* is best for sheets, and when made up they should be for single beds. Figured cotton or calico spreads, and colored Marseilles counterpanes for single beds. Towelling, but not made up. If any benevolent person is inclined to forward articles of crockery or tinware, they will be very acceptable. As some very intelligent people in the United States, and elsewhere, seem still inclined to imagine, if not believe, that the dwellers on the Sandwich Islands are no more than semi-civilized, we would make this general remark, that sailors, when they can get them, wish to sleep in good beds, eat with good knives and forks from good plates, arrange their toilet before good mirrors, sit in good chairs, and otherwise enjoy as many of the conveniences and luxuries of civilized life as can be afforded or obtained!

☞ In another portion of our columns will be found an interesting account of the launching of the missionary schooner *Morning Star*. Respecting the same vessel, Mr. Hunnewell, of Boston, thus writes under date of Dec. 4th:—"The *Morning Star* sailed on the 2d inst., a lovely and pleasant day. Yesterday there was a snow storm and rain, but moderate wind. I have just learned that she is now at anchor near the breakers at Cape Cod, in some danger. A steamer has gone to her assistance, and I hope soon to hear that she is under way, and enjoying the benefit of this fine day and fine wind."

A subsequent report announces that she is out of danger. May prosperous winds waft her in safety to our shores.

We copy the following paragraph from the instructions of the Prudential Committee of the American Board, showing that the vessel will be under the control of the Hawaiian Missionary Society:

The *Morning Star*, with her furniture and ordinary and extra sails and rigging, cost about \$13,000. Enough to meet this has been received from the children and youth; and the excess, and what is yet on the way to the treasury from the different parts of our great country, will be reserved for future repairs, and for the cost of insuring the vessel. The property is held by the Board. It falls in, however, with the plan of operations in the North Pacific, to place the vessel under the general direction and control of the Hawaiian Missionary Society, composed mainly of those ministers and laymen residing at the Islands, who once composed the Sandwich Islands Mission. To the disposal of that Society will be committed, also, the funds which the Board, and the Bible and Tract Societies of this country, shall devote to the support and culture of the gospel institutions at those islands; and it will have, moreover, the entire care of furnishing the native Hawaiian laborers in the Micronesia mission, and of providing for their support. Indeed, since a primary reason for commencing the Micronesia mission was to provide a healthful reactionary influence for the Hawaiian churches, so that they may the sooner reach the point of self-support, it will be the earnest endeavor of the Prudential Committee to make the greatest possible use of all the facilities for prosecuting the missionary work in the Pacific, which the community now forming at the Sandwich Islands can afford.

☞ We are happy to learn that several hundred shares (at 12½ cents each) have been taken among foreign children in Honolulu, in the *Morning Star*. The business of subscription among native children is progressing.

Mariner's Home in San Francisco.

By late papers we learn that a society of ladies in San Francisco is actively engaged in establishing a Home for sailors, to be called "The Mariner's Home." May success crown their labors and reward their toils; and may they find that seamen appreciate their benevolent and philanthropic efforts.

INFORMATION WANTED

Respecting STEPHEN WALSH GRIFFIN, whose father resides in Lowell, Mass., desires his son to write immediately. The young man is supposed to be on board the *Seconet*, Capt. Cleveland, of New Bedford. ALSO—MAURICE MORTARTY, ship *Seconet*. ALSO—WM. F. CLAYTON, formerly carpenter on board whale-ship *Montreal*.

The Captain becomes a Changed Man.

The following paragraphs are copied from a new book lately published in Philadelphia, and entitled *Life in India*. This is a book full of graphic and life-like sketches of scenes, manners and customs as they appear in Madras and the vicinity; but it is not to the book itself that we would now call the reader's attention. The first fifty pages of the book relate to the voyage of a merchant-ship from Boston to Madras, having on board a company of American missionaries. This voyage, so far as we gather, was made about the year 1850. As most of our readers are familiar with sea-life, we shall merely copy such extracts as relate to a most happy change which took place in the life and conduct of the shipmaster, whose name we are unable to learn, while the name of his ship is alike withheld from the reader's knowledge:

"A few weeks at sea made us feel quite at home in our residence. Our ship was an ordinary merchantman of six hundred and fifty tons burden. Her deck, extending from the bow to the stern in one unbroken level, gave a walk of nearly one hundred and forty feet; but passengers are not expected on ordinary occasions to go forward of the mainmast, so that only the after half of the ship was ours." * * * * *

"The officers live aft with the passengers; the men forward in a small cabin in the bow of the ship called the forecabin. Supreme authority is vested in the captain; from his will there can be no appeal at sea. It is the sailor's part to obey. There is no greater mistake than to suppose that the sailor's life is an idle or an easy one. When on deck he is always at work, (except at night) either on the rigging or hull of the ship. Shifting sails is but a fraction of his duty. In a long voyage scarcely a rope or thread is left untouched. The wear and tear of sunshine and storm call for a constant overhauling and repairing. Scraping, scrubbing, painting, tightening, tarring, bracing, furling and loosening, are continually going on, and there is always something still to be done.

"With many of the young there is a passion for sea life. They have read of its stirring scenes of adventure, and dwell on its excitements till their minds are filled with eagerness for a sailor's berth. How many a lad, captivated by the poetic idea of being a 'sailor boy,' has left his parents' roof to seek his fortune on the ocean! And oh, how woefully are they disappointed! It sounds well; but what is a sailor boy, and what are his duties? They are as truly and really work as the duties of the plow boy. His duty is to sweep the deck when dry, and swab it when wet; to feed and water the fowls and hogs, and keep their pens clean; to carry, fetch, and run on errands between the forecabin and the cabin, the deck and the masthead; to do every dirty job, and be sworn at, and called fool and blockhead by captain, mates and men; and through it all to be civil and cheerful, and jump and run with a ready 'ay! ay! sir!' at every call." * * * * *

"Our days and weeks were not passed in idleness. Sometimes the motion of the ship

was so violent, that it was as much as we could do to hold on to the rail and watch the waves; but in ordinary weather we found a variety of occupations with which pleasantly and profitably to fill up our time. After our morning devotions and breakfast, we turned to our grammars to make a beginning in the languages in which we were to teach the Hindus. The afternoons were spent in reading, writing, singing and walking; then came tea, evening prayers in our cabin, and a closing walk on deck.

"Yet we had one great trial: our voyage went on; days not to be recalled were passing; we felt that we were fellow-travellers to eternity with all on board; but we were permitted to do nothing for the seamen. On Sunday morning one-half of their number—that is, the watch off duty—had the privilege of attending worship with us in our cabin, if they chose to do so. But we were forbidden to invite them to come, or to speak to them at any time, whether they were on duty or off duty. Nor were we permitted to have services on deck, as is customary in such voyages. Permission for only one of our number to organize a Bible class for them was refused by the captain, on the ground that it would produce insubordination.

"As we had every reason to believe that, from the captain to the cook, not one of the ship's crew feared God, we could not but grieve that the door was thus shut against us. Yet we submitted to the authority of the commander of the vessel. One door he could not close against us, for 'the eyes of the Lord are upon the righteous; his ears are open to their cry.' To him we could cry, and no man hinder us." * * * * *

"I had often wished to see the ocean in a rage, but now felt nearly satisfied; a few days later, when, in a much fiercer gale, the ship hove-to, unable to run on account of the violence of the sea, and rolling her yards and bulwarks into the waves, I should have felt well content if I were never to see a wave again. The driving rain and fierce winds, that seemed tearing mountain masses from the ocean, and hurling them with intense malignity at us, drove us from the deck to the cabin. Here the only practicable employment was holding on to some fixed object.

"At night it seemed still worse, for the violent rolling of the ship loosened all things moveable, sending them rushing across the cabin. The noise begged description. You might have imagined that all things had long since gone to destruction; but still the crash and clatter went on. At one time the steward's pantry-door was jerked open, and out flew a cheese, a keg of pickles, and other articles; with the next roll of the ship, back they went, entering our room, and tearing down our curtain; another roll, and they are off again, and so on, till captured and secured by the poor distracted steward. Our captain felt this weather sorely; angry with the winds, the waves, and all about him, he chafed, and fretted, and scolded, and swore. A stranger to the wellspring of peace, he attributed his unhappiness to his situation, rather than to its proper source—his want of trust in God. Discontented and grumbling, he declared that he would 'buy a monkey, and turn music-grinder,' if ever he got to America again, rather than go to sea.

"But day dawned, and with it brighter scenes. The wind had abated, and the sea, though still high, was not so violent as to forbid our enjoying its grandeur and sympathizing with the little stormy-petrels that joyously skimmed its surface, or admiring the majestic albatross, soaring around us with its sail-like wings (twelve feet from tip to tip) spread to the wind, or settling in easy repose upon the tossing waves.

"About this time we began to see some signs of encouragement to persevere in prayer and efforts to benefit our fellow-voyagers. The captain though often harsh and discontented, frequently came to our religious services. He was evidently ill at ease. A copy of *Pilgrim's Progress*, which had been lent him, was often in his hands; and his Bible was not unread. One of the crew also, (an English lad of respectable and pious parentage,) was very seriously impressed with divine things. He told our doctor, who daily went to the forecabin to visit a poor sick sailor, that he had resolved to be a Christian." * * * * *

"A new year was opening upon us, and, with it, new events. The next Sunday, the first Sabbath of the year, was a marked one in our little community. A solemn stillness rested on all things. Even the winds and waves seemed to respond to our morning song—

'Welcome, sweet day of rest
That saw the Lord arise!'

"In the afternoon our services had commenced when the captain came in and took his arm-chair in the corner. The sermon was full of plain earnest truths; and when, at its close, the speaker called upon a brother missionary to add a word of exhortation, all felt that it was a solemn season. The truth was plainly brought home to all, that no effort was needed to ruin the soul of man; that he was on the road to death; and that to make destruction sure, it was only needful that he should do nothing. A ship is under sail, the wind blows fresh, and she is bearing down upon a rock, let her alone, and her destruction is certain. Or a squall suddenly arises: let her alone, shorten no sail, do not put the vessel before the wind, and no effort is needed to insure her ruin. Or she springs a leak: the water gains upon her; only do nothing, and she will soon sink to the bottom of the sea, and carry with her to destruction her rich freight of souls. So, simmer is it with you. Do nothing, and your ruin is as certain as it is fearful. Hell gapes for you, and if you turn not, you are lost!

"The captain's uneasiness was excessive. He could not sit still. His handkerchief was constantly in his hands or at his eyes. In the evening, a tract headed, 'The door was shut,' which was given to him, seemed to affect him deeply.

"The following Saturday we were called together by one of our number to read a note put into his hands by the steward. It was from the captain, and ran as follows:—

"DEAR SIR,—In the early part of the voyage, you asked my permission to go into the forecabin and talk with the seamen. Permission was then refused you. It is to be hoped that three-fourths of the voyage is past; and as it is never too late to do good, you now have my free permission, for yourself and the other servants of God in your

company, to visit the seamen in the fore-castle, to warn them to flee from the wrath of God, and seek their souls' salvation through the intercession of the Lord Jesus. As the men are in the habit of sleeping on deck in the night, I think the watch off duty could spare an hour in the morning to be instructed in the way of everlasting life." If you are received by the men, you can arrange with them on the hour of your visits. Your visits must be with the watch below, and not interfere with ship's duty.

Wishing you success in all your labors,
I remain, very respectfully,

Yours, &c.

"How could we but exclaim—'What hath God wrought!' Those only could appreciate our feelings of joy and wonder, who had been like us shut up with an isolated company of their fellow-beings, within the narrow limits of a merchantman for near a hundred days. What could more plainly show the power of God over the hearts of men!" * * *

"The following Sabbath was a joyful day with us. Our morning Bible-class, which we held as usual among ourselves, was pleasant and profitable, and our afternoon sermon very solemn. In consequence of a special invitation, five men were present, who, for eight weeks past, had not walked the length of the deck to attend public worship. The captain listened eagerly, and with a visible agitation; afterward he read attentively in 'Dodridge's Rise and Progress of Religion in the Soul.'

"Strange to say, up to this time he had supposed his concern of mind to be known only to himself; but the change in his bearing had been for some days too great to pass unnoticed. He was serious in his deportment, and kind both to passengers and sailors, though he had been greatly tried by the behaviour of some of the crew. At our evening prayers he was regular in his attendance. It was evident that he was burdened with a sense of sin and misery. He also evinced much interest in what was being done for the crew. In a conversation with some of his passengers, he requested that 'old Bob,' a poor Greek sailor, who had long been ill, might have such instruction as he needed. The missionary took occasion to urge upon him the duty and privilege of immediate trust in Christ as a Saviour. The spirit of God was striving with him, and we feared that if he cast off these solemn impressions, he would be left to go on and perish in his sins. We were now on our hundredth day at sea. Its evening was bright and beautiful, and our ship dashed nobly through the water. The captain was seated on the ship's rail when I came on deck. He soon came over to the side which I was pacing, and taking a seat, said that he would like to speak with me when I had done walking. After a turn or two, I took my seat upon the rail beside him. He gazed for a few moments at the glittering waters; than turning to me, said, 'I have news to tell that you will be glad to hear; I have the assurance that I can say, I know my Redeemer liveth.' I could but grasp his hand and say 'Good news, indeed! This is the Lord's doing; it is marvellous in our eyes.'

"The conversation of the morning with our companion had deeply impressed him, and he went to his stateroom to pray. But here arose a struggle—should he go down

upon his knees and pray! His pride revolted from it; he would stand and pray. He did so, but it was of no avail, for he knew that he had not humbled himself before God. A fierce struggle arose in his breast. It was the strong man armed keeping his goods. Satan was loath to leave his seat. But a stronger than he had come to demand entrance. The poor sinner felt that he must yield or perish; that this was the turning-point in his history; that he must go down upon his knees and cry for forgiveness, or be lost. The Spirit of God triumphed! The proud knees were bowed, the hard heart melted into penitency. Angels rejoiced, for a sinner had repented. His burden was gone, and his heart went up in praise and thanksgiving to God.

"I cannot repeat all that he said; but, among other things, he mentioned that after dinner he had gone to his room with the intention of lying down to sleep, as he had a headache. He did not sleep, however; the thoughts of his heart ascended to God, and he felt a happiness he had never known before. It seemed as if he could almost see the light of his Saviour's countenance, and he thought that should he in a moment be taken to heaven, he still would long to see other souls saved. 'Yes,' he continued, 'the souls of those men on board whom I have cursed in my heart and wished —' but the sentence was not ended. He said that he intended 'to acknowledge Christ before men that day,' and had intended to do so at evening prayers, but his heart failed him.

"After a long conversation I went below; and, with the captain's permission, collecting our company from their state-rooms, (for the hour was late,) made known to them these glad tidings. It was an exciting moment, for our anxiety had been most intense. Some smiled, some wept, some wondered; but all rejoiced, while, uniting in prayer, we gave glory to God. The next day had been set apart for fasting and special prayer for our captain; but, having experienced the fulfilment of the promise, 'Before they call I will answer them,' we resolved to employ it as a day of thanksgiving."

[NOTE.—Time proved the conversion of our captain to have been no temporary excitement, but a true work of the Spirit of God. About a year after the departure of our good ship B—from Madras, the same vessel, with the same commander, again furled her sails, and dropped her anchor in the roads. Hardly had the anchor touched bottom before our friend was on shore, and making his way toward the house of his missionary passengers. The warmth of his greeting showed that his heart was true. He had grown in grace, and was full of the deepest interest in our work among the heathen. The native Christians looked with astonishment upon a godly captain cheering them in their efforts to follow Christ, and he with delight upon converts from the idolatry of their nation. Again he left us, and again a third year found him in Madras, still growing in grace, and delighting in the society of Christian friends. Again he returned to India, but not to go again to his earthly home. He was cut down by cholera in Calcutta, and has gone, we cannot doubt, to be with Him whom, not having seen, he loved.

☞ The best capital that a young man can start with in life is industry, good sense, moral courage, and love to God.

☞ Cheerfulness keeps up a kind of daylight in the mind, and fills it with a steady and perpetual serenity.

DR. FRANKLIN'S ONLY SON.

While the name of Dr. Franklin has been so prominently before the public of late, in connection with the celebration at Boston, it may not be uninteresting to give some account of his only son, about whom we think little is known by the community at large. Unlike his father, whose chief claim to veneration is for the invaluable services he rendered his country in her greatest need, the son was, from first to last, a devoted loyalist. Before the Revolutionary war, he held several civil and military offices of importance. At the commencement of the war he held the office of Governor of New Jersey, which appointment he received in 1763.

When the difficulties between the mother country and the colonies were coming to a crisis, he threw his whole influence in favor of loyalty, and endeavored to prevent the legislative assembly of New Jersey from sanctioning the proceedings of the General Congress at Philadelphia. These efforts, however, did but little to stay the tide of popular sentiment in favor of resistance to tyranny, and soon involved him in difficulty. He was deposed from office by the Whigs to give place to William Livingston, and sent a prisoner to Connecticut, where he remained about two years, in East Windsor, in the house of Captain Ebenezer Grant, near where the Theological Seminary now stands. In 1778 he was exchanged, and soon after went to England. There he spent the remainder of his life, receiving a pension from the British Government for the losses he had sustained for his fidelity. He died in 1813, at the age of 82.

As might be expected, his opposition to the cause of liberty, so dear to the heart of his father, produced an estrangement between them. For years they had no intercourse. When, in 1784, the son wrote to his father, in his reply Dr. Franklin says:—"Nothing has ever hurt me so much, and affected me with such keen sensations, as to find myself deserted in my old age by my only son; and not only deserted, but to find him taking up arms against me in a cause wherein my good fame, fortune and life were all at stake." In his will, also, he alludes to the part his son had acted. After making him some bequests, he adds:—"The part he acted against me in the late war, which is of public notoriety, will account for my leaving him no more of an estate he attempted to deprive me of." The patriotism of the father stands forth all the brighter when contrasted with the desertion of the son.—*Newburyport Herald*.

☞ It is a terrible thought to remember that nothing can be forgotten. I have somewhere read that not an oath is uttered that does not vibrate through all time, in the wide-spreading currents of sound—not a prayer lisped that its record is not also to be found stamped on the laws of nature by the indelible seal of the Almighty's will.

☞ Sir Christopher Wren, the distinguished architect, made a rule, that any workmen engaged upon the building of St. Paul's cathedral, London, who should be guilty of profane swearing, should be dismissed.

From the Christian Mirror.

"The Morning Star."

Children hear the joyful call,
Rally quick, in smiling bands;
Bring your offerings, one and all,
Warm in heart, and free in hands.

Summons nobler never rang,
Rousing all with glad accord;
Like the children once who sang,
"Sweet hosannas to their Lord."

You shall build a Mission ship
Christened now *The Morning Star*;
Soon shall speed its glorious trip
Bearing Gospel tidings far.

"Give a plank, a spar, a nail,
Timber, bolt, or peg, or screw,
Cable, rudder, anchor, sail;"
Pour your gifts like morning dew.

Neath the Micronesian skies,
Where sweet Mercy never sings,
Soon the Morning Star shall rise
Shaking joy from all its wings.

Every shining penny given
With a cheerful heart and hand,
Like the purest ray from heaven,
Shall illumine that pagan land.

Then, with frugal wisdom save
Every penny you can find,
Bearing on the Ocean Wave,
Light of life to heathen mind.

Multiply these rays so bright,
Thickly gem your *Morning Star*,
Radiant with the morning light,
Onward it shall speed afar.

With it, gliding o'er the Deep
Thousand praying hearts shall go,
God in safety shall it keep
Seeking our beloved "Snow."*

God shall haste its blessed flight
Back and forth from Isle to Isle,
Soon shall the pure Gospel's Light
O'er the heathen's pathway smile.

Thousand little pagan hearts,
From their Micronesian home,
Through the gifts your ship imparts,
Shall to our dear Saviour come.

Thousands mid the blest shall rise,
Praising God that from afar,
On their Micronesian skies,

Ever dawned *The Morning Star*. J. W. T.
Burlington, Vt., Sept. 17, 1856.

*Missionary from Maine to Micronesia.

MR. EDITOR:—Will you please to insert in your next issue the following resolution passed unanimously at a meeting of the Trustees of the Sailor's Home, held on the evening of the 19th inst.

Resolved, That the thanks of the trustees be presented to Mr. and Mrs. Thrum, the managers of the "Home" for the efficient and judicious manner in which its affairs have been conducted, and they also desire to express to them the entire confidence felt by the board that the "Home" under their direction and management will fully accomplish the ends for which it was erected, and as heretofore to assure them of their undivided sympathy and support. Also that the Secretary be instructed to furnish Mr. and Mrs. Thrum with a copy of the above and see that it be published in the *Pacific Commercial Advertiser*.

From minutes of the meeting.

I. BARTLETT, Secretary.

Honolulu, Jan. 20, 1857. —P. C. Advertiser.

CUSTOM HOUSE STATISTICS FOR 1856.

Prepared by W. Goodale, Collector General of Customs.

[From the *Polynesian* Jan. 31.]

| VALUE OF GOODS IMPORTED FROM | | CUSTOM HOUSE RECEIPTS. | |
|---|-----------------------------------|-----------------------------|--------------------|
| United States, Atlantic side,..... | \$241,183 99 | Honolulu. Lahaina. | |
| " " Pacific side,..... | 248,830 66 | Import Duties Goods,..... | \$41,501 92 836 23 |
| Great Britain,..... | 235,467 65 | " " Spirits,..... | 57,878 08 6,841 14 |
| Vancouver's Island,..... | 11,771 54 | " " Bonded Goods,..... | 1,984 73 |
| Australia,..... | 6,780 57 | Transit Duties,..... | 361 33 123 54 |
| Bremen,..... | 70,472 88 | " " Bonded Goods,..... | 618 72 |
| Hamburg,..... | 29,600 24 | " " Spirits,..... | 394 08 30 82 |
| France,..... | 24,223 91 | Samples,..... | 79 00 |
| Society Islands,..... | 10,654 71 | Buoys,..... | 490 00 |
| Philippine Islands,..... | 21,094 38 | Hulk dues,..... | 150 00 |
| Ladrone Islands,..... | 178 00 | Storage,..... | 3,714 38 8 23 |
| Sea,..... | 19,683 75 | Interest,..... | 1,557 23 69 59 |
| | \$922,930 28 | Passports,..... | 273 00 |
| Add imported free of Duty by | | Fines and Forfeitures,..... | 147 92 |
| Missions,..... | \$18,268 28 | Registry,..... | 206 83 |
| Returned cargoes,..... | 11,508 54 | Coasting Licenses,..... | 799 00 |
| Whalers,..... | 11,358 36 | Fees and Perquisites,..... | 6 00 |
| Fire Dep't, engine, &c.,..... | 3,014 75 | Stamps,..... | 3,249 00 974 00 |
| Charitable and religious Societies,..... | 2,479 41 | Lights,..... | 126 00 |
| Diplomatic Agents,..... | 2,068 72 | | |
| Agriculturists,..... | 1,586 80 | | |
| Haw. Steam Nav. Co.,..... | 265 39 50,530 25 | | |
| Goods and Spirits, bonded, from | | | |
| United States, Atlantic side,..... | \$42,494 14 | | |
| " " Pacific side,..... | 42,342 38 | | |
| Sea,..... | 22,892 24 | | |
| Great Britain,..... | 21,815 40 | | |
| Bremen,..... | 6,115 44 | | |
| Hamburg,..... | 5,166 83 | | |
| Tahiti,..... | 1,666 00 | | |
| Fanning's Island,..... | 1,951 75 | | |
| Philippine Islands,..... | 695 00 146,169 24 | | |
| Withdrawn from Bond for consumption,..... | | | |
| | \$42,004 95 | | |
| Imports at Lahaina,..... | | | |
| | Free. Dutiable. | | |
| " Hilo,..... | \$9,538 35 \$16,727 39 | | |
| " Kawaihae,..... | 3,977 05 1,898 71 | | |
| " Koloa,..... | 452 97 208 75 | | |
| | \$13,968 37 \$18,834 85 32,803 22 | | |
| Total value of Imports,..... | | | |
| | \$1,152,412 99 | | |

DOMESTIC EXPORTS FROM HONOLULU FOR THE YEAR 1856.

| | | | |
|--|------------------|--------------------|--------------|
| Sugar,..... | 554,805 lbs. | Palm,..... | 4,129 bales. |
| Syrup,..... | 9,847 galls. | Salt,..... | 4,691 bbls. |
| Molasses,..... | 48,955 " | Limes,..... | 22,000 " |
| Coffee,..... | 63,532 lbs. | Beef,..... | 173 bbls. |
| Arrow-root,..... | 9,325 " | Pork,..... | 19 " |
| Flour,..... | 327 bbls. | Ship's Bread,..... | 13,716 lbs. |
| Fungus,..... | 370 bales. | Hides,..... | 5,358 " |
| Wool,..... | 67 " | Goat Skins,..... | 70,914 " |
| Irish Potatoes,..... | 189 bbls. | Tallow,..... | 226 bbls. |
| Sweet,..... | 1,690 " | Kukui Oil,..... | 2 " |
| Sundries,..... | 87 pkgs. | Wheat,..... | 296 bags. |
| Grapes,..... | 31 kegs, 3 bbls. | Melons,..... | 6 828 |
| Plants,..... | 25 pkgs. | Oranges,..... | 175,000 |
| Squashes,..... | 2,526 " | Cocoa Nut,..... | 1,283 |
| Corn,..... | 200 bags. | Pine Apples,..... | 1,390 |
| Bananas,..... | 93 bunches. | | |
| Value of Domestic Produce,..... | | | \$155,448 34 |
| Also, productions of Hawaiian whalers and trading vessels, 6,297 galls. sperm oil, 148,671 galls. whale oil, 64,915 lbs. whale bone, 22,863 lbs. walrus teeth, and 14 pkgs. furs—value at Custom House rates, sperm oil, \$1 1/2 gall.; whale oil, 40 cts.; whale bone, 25 cts. 1/2 lb.; walrus teeth, 10 cts. 1/2 lb.,..... | | | 87,280 45 |
| Value of Domestic Exports from Honolulu,..... | | | \$242,728 79 |
| Furnished as supplies to 122 whalers, at an average of \$875 each,..... | | | 106,750 00 |
| " 84 merchantmen, @ \$200 each,..... | | | 16,800 00 |
| " 15 national vessels, at \$1,000 each,..... | | | 15,000 00 |
| All other ports, all vessels, cargoes and supplies, estimated at,..... | | | 85,000 00 |
| Total value exports and supplies,..... | | | \$466,278 79 |

OIL AND WHALEBONE TRANSHIPPED AT HONOLULU AND LAHAINA DURING THE YEAR 1856.

| SPRING SEASON—HONOLULU. | | | FALL SEASON—HONOLULU. | | |
|--|-----------------|-----------------|-----------------------------|-----------------|-----------------|
| Bound to the United States: | | | Bound to the United States: | | |
| Sperm Oil,..... | Whale Oil,..... | Whelebone,..... | Sperm Oil,..... | Whale Oil,..... | Whelebone,..... |
| 3,094 galls. | 340,142 galls. | 17,648 lbs. | 49,622 galls. | 971,611 galls. | 655,645 lbs. |
| Bound to Havre: | | | LAHAINA. | | |
| 600 galls. | 35,400 galls. | 16,000 lbs. | | | |
| TOTAL—Sperm Oil, 121,294 galls.; Whale Oil, 1,641,579 galls.; Bone, 1,074,942 lbs. | | | | | |

NATIONAL VESSELS AT HONOLULU DURING THE YEAR 1856.

| ARRIVED. | NATION. | CLAS. | NAME. | COMMANDER. | CLAS. | FROM | SAILED. | FOR |
|----------|-----------|----------------------|---------------|--------------|-------|----------------|-----------------------|------------------|
| Feb'y 19 | American. | Frigate, | Independence, | Mervine, | 56 | Hilo, | Feb. 19, 1856. | Cruise. |
| March 1 | British, | Alar, | Alciade, | Curry, | 28 | Callao, | Apr. 17, | |
| " 2 | French, | Brig, | Vincennes, | Marigny, | 20 | " " | May 13, | |
| " 22 | American. | Sloop-of-war, | John Adams, | Rogers, | 20 | Hilo, | May 25, | Tahiti. |
| April 25 | " | " | Alar, | Boutwell, | 20 | Panama, | May 3, | Cruise. |
| June 16 | French, | Frigate, | Alciade, | Curry, | 28 | Hilo, | June 7, | San Francisco. |
| July 3 | British, | Line-of-Battle Ship, | Alciade, | Penaeros, | 50 | San Francisco, | July 1, | " |
| Aug. 4 | French, | Brig, | Havannah, | Adm'l Bruce, | 84 | Callao, | July 16, | Vancouver's Isd. |
| " 20 | British, | Frigate, | Ambuscade, | Marigny, | 20 | Hilo, | Sept. 2, | San Francisco |
| " 30 | French, | " | John Adams, | Harvey, | 25 | Punta Arenas, | Dec. 5, | Bird Island. |
| Sept. 1 | American, | Sloop-of-war, | Alar, | Gizolme, | 24 | " " | Oct. 20, | Kauai. |
| Oct'r 29 | British, | Frigate, | Havannah, | Boutwell, | 24 | San Francisco, | Nov. 11, | Marquesas. |
| " 31 | French, | " | " | Curry, | 28 | " " | " 1, | Valparaiso. |
| Dec. 19 | British, | " | " | Gizolme, | 24 | Kauai, | Port January 1, 1857. | " |
| | | | | Harvey, | 25 | Bird Island, | " " | " |

MERCHANT VESSELS AT THE PORTS OF THE HAWAIIAN ISLANDS DURING THE YEAR 1856.

| Nation. | Honolulu. | | Lahaina. | | Hilo. | | Kawaihae. | | Kealahakua. | | Koloa. | | Totals. | |
|----------------------|-----------|--------|----------|--------|-------|-------|-----------|-------|-------------|-------|--------|-------|---------|--------|
| | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. | No. | Tons. |
| American,..... | 53 | 19,462 | 14 | 10,519 | 4 | 1,029 | 1 | | | | | | 80 | 31,010 |
| British,..... | 16 | 3,718 | 3 | 901 | | | | | | | | | 19 | 4,619 |
| Hawaiian,..... | 6 | 616 | 1 | 123 | 1 | 93 | | | | | 1 | | 9 | 832 |
| Peruvian,..... | | | 2 | 1,790 | | | | | | | | | 2 | 1,790 |
| New Grenadian,..... | 2 | 374 | | | 1 | 504 | | | | | | | 3 | 878 |
| Hamburg,..... | 2 | 462 | | | | | | | | | | | 2 | 462 |
| Tahitian,..... | 1 | 70 | | | | | | | | | | | 1 | 70 |
| Chilean,..... | | | 3 | 705 | | | | | | | | | 3 | 705 |
| Huahine,..... | 1 | 79 | | | | | | | | | | | 1 | 79 |
| Russian Am. Co. | 1 | 596 | | | | | | | | | | | 1 | 596 |
| Bremen,..... | 2 | 1,172 | | | | | | | | | | | 2 | 1,172 |
| Totals,..... | 84 | 26,549 | 23 | 14,038 | 6 | 1,626 | 1 | | | | 9 | | 123 | 42,213 |

WHALING VESSELS AT THE PORTS OF THE HAWAIIAN ISLANDS DURING THE YEAR 1856.

| | HONOLULU. | | LAHAINA. | HILO. | KAWAIHAE. | KEALAKEKUA. | KOLOA. | TOTALS. |
|----------------|-----------|----------|----------|-------|-----------|-------------|--------|---------|
| | Inside. | Outside. | | | | | | |
| American,..... | 110 | 27 | 119 | 34 | 43 | 1 | 16 | 350 |
| Bremen,..... | 2 | | | | | | | 2 |
| French,..... | 5 | 1 | 2 | | 1 | | | 9 |
| Hawaiian,..... | 4 | | | | | | | 4 |
| Russian,..... | 1 | | | | | | | 1 |
| Totals,..... | 122 | 28 | 121 | 34 | 44 | 1 | 16 | 366 |

SPIRITS TAKEN OUT OF BOND FOR CONSUMPTION DURING THE YEAR 1856.

| Honolulu. | Rum. | | Gin. | | Brandy. | | Whisky. | | Alcohol. | | Port. | | Sherry. | | Madeira. | | C. Cordials, &c. | | Sundries. | |
|---------------------|-------|------|-------|--|---------|--|---------|-----|----------|--|-------|--|---------|--|----------|--|------------------|--|-----------|--|
| | gals. | | gals. | | gals. | | gals. | | gals. | | gals. | | gals. | | gals. | | gals. | | gals. | |
| First Quarter,..... | 10 | 453 | 1252 | | 277 | | 60 | 302 | 340 | | 11 | | 141 | | | | | | 27 | |
| Second "..... | 12 | 367 | 1011 | | 199 | | | 71 | 379 | | 7 | | 19 | | | | | | 9 | |
| Third "..... | 125 | 350 | 1041 | | 145 | | 100 | 70 | 366 | | 15 | | 23 | | | | | | 27 | |
| Fourth "..... | 90 | 938 | 2730 | | 666 | | 70 | 448 | 811 | | 35 | | 197 | | | | | | 42 | |
| Totals,..... | 237 | 2108 | 6034 | | 1257 | | 230 | 891 | 1896 | | 68 | | 380 | | | | | | 105 | |
| Lahaina. | | | | | | | | | | | | | | | | | | | | |
| First Quarter,..... | | 60 | 237 | | | | | | | | | | | | | | | | | |
| Second "..... | | 6 | 98 | | | | | | | | | | | | | | | | | |
| Third "..... | | 40 | 55 | | | | | | | | | | | | | | | | | |
| Fourth "..... | | 108 | 588 | | 27 | | | 24 | 87 | | 24 | | 103 | | | | | | 5 | |
| Totals,..... | 237 | 2392 | 7012 | | 1314 | | 230 | 915 | 1983 | | 92 | | 494 | | | | | | 110 | |

Ports of the Sandwich Islands.—No. 2.

KEALAKEKUA, or Kaawala as the Hawaiians generally prefer to call it, is located on the bay of the same name on the western side of Hawaii, in lat. 19° 26' N., and long. 156° 08' W. The bay is about 900 fathoms broad and 1200 fathoms in length. Kealahakua was long celebrated as the residence of the early kings of Hawaii. It was in its neighborhood also that there existed the famous city of refuge, which afforded an inviolable sanctuary to the guilty fugitive who was so favored as to gain its precincts. To it the man-slayer who had broken a tabu, the thief, and even the murderer, fled from his incensed pursuers and was secure. Its gates were always open to admit the refugee. The celebrity which this port acquired by the visit of the *Endeavour* of Capt. Cook, and its being laid down accurately on the early charts, caused it to be visited more by whalers and whalemens than the other ports of the group.

The village is located on the sea-shore and comprises perhaps a hundred houses. In the farming districts, two to four miles from the village quite a large number of foreigners reside, some engaged in raising coffee. A number of young orange groves are under cultivation, which promise in a few years to yield large crops.

The best anchorage for ships visiting the bay, is on the north side under a bluff between six and seven hundred feet high, one-third of a mile from the sand beach on the east side, and one-quarter of a mile from the bluff on the north side of the bay. The water is from sixteen to twenty fathoms deep. A ship can lie there at all times in perfect safety from wind or sea. The north-west part of the bay is about forty fathoms deep. Outside of this the water is shoaler, being twenty-two fathoms, leaving a basin within which fifty or sixty ships can be accommodated here at one time. Most of the ships that visit here, come after December and during the spring. Capt. Cuming's has a tank for watering ships that will hold sixteen hundred barrels. The following articles can be obtained at this port: wood, sweet potatoes, pumpkins, squashes, melons, cabbages, oranges, from September to February, beef, best quality, mutton, goats, turkeys and fowls, as well as pigs in any quantity; also, coffee, best quality, besides many kinds of fruits, such as bananas, guavas, papayas, coconuts, &c.

From *eighteen to twenty* ships usually touch here in the course of a year. The weather is generally good, there are usually not more than six or eight days out of the year that can be called bad. This port is considered by masters of ships as one of the best places to do work in in the Hawaiian Islands, excepting only Honolulu.

After a residence there of eleven years Capt. Cuming's states that he has seen ships lying here during the worst of weather, but never saw one in any danger. Irish potatoes can be raised within two miles of the bay of the finest quality, but no one pays any attention to their culture. For sailing directions, if the vessel cannot get in at once to the anchorage, keep directly off the bay and close in, say two or three miles from the shore. Often times, north of the bay, there will be a current setting north, and south of the bay, a current setting south, so by keeping directly off the bay both currents will be avoided. There is a regular land and sea breeze, the latter commencing about 9 A. M., and lasting until sundown; the land breeze commences about 8 o'clock P. M., and lasts until 8 o'clock A. M. It is strongest about day-light, giving ships a chance to get under way after day-light and get a good offing before the wind changes.

Masters who wish to anchor their vessels in the bay should keep within three or four miles of the shore, where they will have the strength of the land breeze and get the sea breeze much earlier than if farther off. If ten or twelve miles off shore, they will not get the sea breeze until 12 or 1 o'clock, while all the forenoon a fine breeze blows near the shore. The sea breeze is the strongest about 3 P. M. It usually prevails from about N. W., but is sometimes West and even S. W. We usually have about two *konas* during the winter. The wind never blows with any strength in the bay. In the country they last from twelve to fifteen hours, and do much less damage than on most other ports of the islands. A pilot goes off to ships if a signal is made for one, otherwise not.

KAWAIHAE, (pronounced generally *Tow-a-high*,) is a small village on the bay of the same name on the western shore of Hawaii, with scarcely an object to attract a resident. Excepting a few cocoanut trees which line the water's edge, there is hardly any foliage to be seen in the village or on the hills back of it. It derives its importance from being the port of the rich and extensive grazing uplands of Waimea—one of the finest agricultural districts of the islands, which has not yet developed its full resources. Just back of the town there exist the ruins of one of those large *heiau's* or idol temples. It is the most perfect one now existing on the islands. It was this temple which the young Kamehameha II. on the death of his father, went up to consecrate, accompanied by his priests; and it was here, in the midst of his revelry that he brought the *tabu* system to an end.

Kawaihae is situated on the north-east side of the bay in N. lat. 20° 04', and W. long. 155° 52'. The

bay is well sheltered from the trades, but open to the southerly winds, and affords a good anchorage. Vessels bound for Kawaihae from the windward, should keep Kohala point distant about four miles, keep along the land in a southerly direction for about twenty miles till they come in sight of Macy & Law's store, then stand directly in the bay till you open a large gulch on the north-east shore, running down to the water. Before closing this gulch, drop anchor in ten or twelve fathoms. The best anchorage for whale ships is from three to five cables length from the northern shore and in about twelve fathoms water. The bottom of the bay is fine coral sand or blue mud, but closer in, where small schooners anchor, the bottom is somewhat rocky. The wind is usually off-shore, though when the trade is light, sea and land breezes alternate. The usual pilot signal will bring off a pilot, from three to ten miles. The best course for square rigged vessels from Honolulu to Kawaihae, if the trade wind is not too far to the eastward, is for them to keep on the southern tack so long as they can head up S. E.; if the wind should head them off South of S. E., it would be well to tack towards Lanai, stand on to within twelve or fifteen miles, and then back to S. E. which will bring them over on the West side of Hawaii, where they can take the sea breeze for Kealahakua or Kawaihae. Forty or fifty whale ships have annually visited this port for the last few years, to procure salted beef and Irish potatoes, which are considered the finest produced on the islands. During 1856, about 1500 barrels of beef and over 5000 barrels of Irish potatoes have been furnished as supplies to vessels touching here. Besides the above the exports of the place have consisted of fresh beef, pork, fowls, beans, some 22,000 lbs. wool, 1200 bullock hides, 5000 goat skins, 35,000 lbs. tallow, &c., &c. —*Pacific Commercial Advertiser*.

LONDON.—The population of London at the beginning of the present century, was 958,000, and in 1851, 2,362,000, having increased 17 per cent. in the preceeding ten years. It is stated that there are more Smiths, Joneses, Browns, Robinsons, and Thompsons in London, than any other city, excepting Paris and the Chinese cities, has inhabitants; that there are more servants in London than residents in Vienna; that the shoemakers, publicans, and dealers in meat and vegetable in London, are more than the population of Berlin, and nearly as many as the of city New York; that there are more last-makers in London than Frankfort has citizens, and more clerks than Boston has inhabitants.

AN EXAMPLE.—A member of one of the first and wealthiest families in Buenos Ayres, having challenged another man to fight a duel, has been sentenced to three years banishment from the province for the crime, and will then only be allowed to return upon giving bonds of \$100,000 not to renew the challenge.

HOW A GREAT MAN WAS MADE.—The father of John Adams was a worthy cobbler, who designed to bring up his son to the same trade, but on setting him to cut the "uppers" for some shoes, John copied the patterns faithfully, embellishing every "upper" with the three-cornered hole by which the patterns had been hung on the nail. "I saw," said his father, "that I couldn't make a shoemaker of him, so I put him to learning?"

AN INTERESTING RELIC.—A convex glass has been discovered at Pompeii, supposed to be a magnifying lens, from which it is inferred that the ancients, contrary to the prevailing belief, were aware of this power. It is difficult to conceive how, without the aid of such lenses, they could have worked the fine gems which the unassisted human eye is unable to read.

Amount of OIL and BONE which has cleared from the Sandwich Islands for the United States during the Fall Season, 1856.

| NAME OF VESSEL. | CAPTAIN. | AMT ORIGINAL CARGO | | | TAKEN ON FREIGHT. | | | REMARKS. |
|--|------------------|--------------------|--------------|------------|-------------------|--------------|------------|-------------------------------|
| | | Bbls. Sperm. | Bbls. Whale. | Lbs. Bone. | Gals. Sperm. | Gals. Whale. | Lbs. Bone. | |
| Jefferson, | Hunting, | | 3,700 | 15,000 | | | | Sag Harbor, 21st Oct. |
| William Tell, | Smith, | | 1,400 | 19,000 | | | | " " 28th " |
| Cossack, | Asel Tripp, | 50 | 1,285 | 10,000 | | 14,173 | | New Bedford, 10th Nov. |
| Mogul, | W. W. Clark, | | 800 | 7,000 | 1,512 | | | " " 8th " |
| Speedwell, | B. F. Gibbs, | | 2,000 | 10,000 | | 11,108 | 20,254 | Fair Haven, 30th " |
| Electra, | T. Brown, | 40 | 2,400 | 8,000 | | | | New London, 28th " |
| Lark, | D. G. Chadwick, | 50 | 1,600 | 12,000 | | | | " " 9th " |
| Hibernia, | J. M. Honeywell, | 180 | 500 | 4,000 | | | | New Bedford, 14th " |
| Eliza Adams, | J. C. Hawes, | 50 | 2,500 | 25,000 | | | | " " 25th " |
| Fabius, | S. Wing, | 40 | 3,400 | 12,000 | | | | " " 27th " |
| George and Mary, | D. Walker, | | 820 | 8,800 | | 14,744 | | New London, 6th Dec. |
| Pumpkin, | C. Coombs, | | | | 2,680 | 202,253 | 181,403 | New York, 6th " |
| Roman 2d, | S. M. Blackmer, | | 2,500 | 25,000 | | | | New Bedford, 13th " |
| Phoenix, | W. H. Pendleton, | 90 | 1,400 | 24,000 | | | | New London, 13th " |
| Montreal, | S. L. Gray, | | 2,500 | 16,000 | 2,300 | 15,722 | | New Bedford, 8th " |
| N. S. Perkins, | A. W. Fish, | | 1,200 | 14,000 | | | | New London, 3d " |
| Arab, | E. Grinnell, | 40 | 1,400 | 14,000 | | | | Fair Haven, 8th " |
| Thomas Nye, | J. C. Smith, | 100 | 2,200 | 20,000 | | | | New Bedford, 10th " |
| Delaware, | Isaac Allen, | | 1,000 | 18,000 | | | | New London, 18th " |
| Gladiator, | W. H. Whitfield, | | | | 19,330 | 20,000 | 202,161 | New Bedford, 13th " |
| Abram Barker, | A. Barker, Jr., | 75 | 466 | 4,000 | | 64,392 | | " " 18th " |
| Ponchartraine, | C. W. Butler, | 40 | 950 | 4,500 | | 24,150 | | Tisbury, 1st Jan., 1857. |
| Merrimack, | J. P. Rice, | | | | 5,000 | 11,085 | 4,513 | New London, 17th Dec., 1856. |
| St. George, | J. Dias, | | 1,000 | 7,000 | 8,925 | 19,772 | 12,856 | New Bedford, 13th " |
| Chandler Price, | C. P. Holcomb, | | 1,700 | 10,000 | | | | " " 20th " |
| John Gilpin, | E. P. King, | | | | 8,573 | 206,363 | 106,111 | " " 2d Jan., 1857. |
| Seine, | A. S. Lambie, | | 700 | 3,000 | | | | " " 3d " |
| Adeline Gibbs, | Patent y., | 70 | 2,200 | 18,000 | | | | Fair Haven, 1st " |
| E. F. Mason, | Jernegan, | 25 | 1,250 | 18,000 | 4,800 | 13,205 | 43,803 | New Bedford, 21st " |
| Eric, | Wood, | | 3,150 | 10,000 | | | | Fair Haven, 21st Oct., 1856. |
| Java, | Wood, | 65 | 2,000 | 8,000 | | | | New Bedford, |
| John Wells, | Besse, | | 1,700 | 14,000 | | | | " " 12th Dec. |
| Lewis, | Nye, | | 2,100 | 25,000 | | | | " " 6th " |
| Maria Theresa, | Davis, | | 1,700 | 16,000 | | | | " " 12th " |
| Martha 2d, | Drake, | 75 | 1,500 | 10,000 | | | | " " 25th Nov. |
| Neva, | Hunt, | | 2,200 | 4,000 | | | | Greenport, 8th Sept. |
| Onega, | Sanborn, | | 2,000 | 10,000 | | | | Fair Haven, 13th Dec. |
| Oscar, | Cross, | | 1,700 | 24,000 | | | | Matapoiset, 10th " |
| Robertson Sims, | Garrett, | | 1,000 | 10,000 | | 46,738 | | New Bedford, 2d Jan., 1857. |
| R. Morrison, | James, | 120 | 1,000 | 15,000 | | | | " " 20th Nov., 1856. |
| Robin Hood, | McGibby, | | 1,000 | 10,000 | | | | Mystic, 3d Jan., 1857. |
| Illinois, | Wing, | 160 | 900 | 4,000 | | 52,195 | | New Bedford, 8th " |
| Eugene, | E. F. Pendleton, | 100 | 800 | 9,000 | | 38,060 | | Stonington, 5th " |
| William Barker, | J. L. Brady, | | 150 | 2,000 | | 62,922 | 4,508 | New Bedford, 30th Dec., 1856. |
| Canon Packet, | Berkin, | 40 | 1,500 | 12,000 | | | 27,214 | " " 30th Nov. |
| Metacomb, | Woodbridge, | | 1,100 | 8,000 | | | | " " 1st " |
| Ocean, | Norton, | | 1,000 | 6,000 | 3,000 | 100,000 | 10,000 | Sails soon for Warren. |
| Total Shipments from Honolulu, | | 1,456 | 68,575 | 521,300 | 56,429 | 1,205,150 | 512,743 | |
| Europa, | Pease, | 175 | 2,700 | 40,000 | 8,445 | 20,929 | | Edgartown, 1st Dec. |
| Young Phoenix, | Tohey, | 180 | 2,700 | 40,000 | 10,320 | 20,645 | | New Bedford, 2d " |
| Washington, | Hilly, | 25 | 2,700 | 15,000 | | | 31,004 | " " 1st Nov. |
| Marcia, | Wing, | 250 | 1,050 | 17,000 | 701 | | 4,219 | " " 24th Oct. |
| Onega, | Hawes, | 120 | 2,100 | 20,000 | 5,021 | 25,217 | | Nantucket, 27th Nov. |
| Eliza F. Mason, | Jernegan, | 25 | 2,100 | 50,000 | 3,254 | 31,038 | | New Bedford, 27th " |
| Majestic, | Percival, | 110 | 1,200 | 12,000 | 6,987 | 13,511 | | " " 26th " |
| Franklin, | Richmond, | 293 | 1,000 | 22,000 | | | 40,013 | " " 1st Dec. |
| Petrel, | Tucker, | 150 | 2,000 | 25,000 | 1,330 | 4,230 | | " " 17th Nov. |
| George Washington, | Allen, | 270 | 850 | 7,000 | 10,393 | 26,732 | | " " 9th Dec. |
| Junior, | Andrews, | 200 | 1,100 | 25,000 | | 51,857 | | " " 10th " |
| Metacomb, | Woodbridge, | 90 | 2,500 | 36,000 | | 3,040 | | " " 27th Nov. |
| Crystal Palace, | Simmons, | | | | 12,066 | 96,643 | 318,470 | " " 26th " |
| Arab bark, | Copeland, | | 800 | 14,000 | | | | Fair Haven, 10th Sept. |
| Gideon Howland, | Bryant, | 200 | 2,200 | 25,000 | | | | New Bedford, 21st Oct. |
| Romulus, | Baker, | 150 | 1,500 | 14,000 | | | | Mystic, 28th " |
| Levi Starbuck, | Jernegan, | 450 | 2,500 | 30,000 | | | | New Bedford, 3d Nov. |
| Liverpool, | Barker, | | 1,600 | 12,000 | | | | " " 17th " |
| Rosseau, | Pope, | 150 | 700 | 8,000 | | | | " " 17th " |
| Osmulgee, | West, | 85 | 2,200 | 17,000 | | | | Tisbury, 13th " |
| William Thompson, | White, | 175 | 3,550 | 38,000 | | | | New Bedford, 19th " |
| American, | Jernegan, | 50 | 1,600 | 16,000 | | | | Edgartown, 25th " |
| Jehi Swift, | Earl, | 75 | 3,225 | 48,000 | | | | New Bedford, 1st " |
| Nimrod, | Baker, | 150 | 2,700 | 18,000 | | | | " " 2d " |
| Montezuma, | Forayth, | 100 | 1,800 | 23,000 | | | | New London, 2d " |
| Ohio, | Barre, | 50 | 2,500 | 32,000 | | | | New Bedford, 2nd Nov. |
| Montezuma, | Tinker, | | 3,240 | 42,000 | | | | " " 8th Dec. |
| Olympia, | Ryan, | 60 | 1,250 | 16,000 | | | | " " 10th Dec. |
| Euphrates, | Kilmer, | 55 | 3,400 | 32,000 | | | | " " 21 " |
| Total Shipments from Lahaina, | | 3,558 | 59,065 | 702,000 | 60,677 | 302,442 | 394,669 | |
| WHOLE AMOUNT, fm Honolulu and Lahaina, | | 5,014 | 127,640 | 1,223,300 | 117,006 | 1,507,592 | 907,412 | |

Ports of the Sandwich Islands.—No. 1.

Hilo, or Waiaken harbor, (called in many charts Byron's Bay) situated on the East side of Hawaii, in latitude 19° 44' N. and longitude 155° 03' W., is most delightfully located; and on approaching it from sea, the whole surrounding country being well studded with trees and perennial verdure, even to the water's edge, and presenting none of that bleak and strid appearance which is so common and remarkably striking upon nearing most of the other ports, it exhibits probably, one of the most pleasing and extremely picturesque sites, that the islands can afford.

The harbor, which is a natural one, being formed seaward by a reef composed of coral, sand, and lava, and extending from East to West, some 1500 fathoms, assumes a somewhat semi-circular shape, the diameter of which is from 1000 to 1200 fathoms; it is spacious and extensive, well protected and being seldom visited by strong winds, affords a most convenient and safe asylum for vessels.

The depth of water in the harbor, varies from 3 to

4, 5, 6, 7 and 8 fathoms, ships generally anchoring in from five to six fathoms, and the bottom being composed chiefly of mud and sand, and being free from sunken rocks, sand bars, or any similar obstruction, it gives a most excellent holding ground for ships.

The harbor, as it is at the present time, is capable of holding with safety upwards of one hundred and fifty vessels; but with a little enterprise and an outlay of capital, as a matter of course, to erect piers, docks, and other improvements, how much larger a number it would accommodate, is impossible to say; but, being accessible at all times to ships of the largest class, it derives from nature all the advantages and peculiar facilities favorable for a great commercial station.

The course, on entering the harbor of Waiaken, is on the western shore of the channel. The narrowest navigable part between the shore and the reef is upwards of 500 fathoms. Were it not for fear of violating insurance, the services of a pilot would seldom be required by ships possessing "Wilkes'" chart of

the harbor. Still, as the winds at times are baffling, it is always safer to take a pilot, of which there are two regularly commissioned, ever ready and on the alert to offer their services when a vessel comes in sight. The charge of pilotage, as at the port of Honolulu, is calculated according to the vessel's draft of water, namely, one dollar per foot, inward and outward.

As the trade winds prevail here, it would as a general rule be advisable for ships upon approaching the port to keep well to the eastward, letting the harbor bear about S. W.

It may perhaps be well to state here a fact probably not generally known, that never has a ship been wrecked in this harbor, nor on the immediate coast.

The number of whale ships annually visiting this port, independent of merchant vessels, &c., taking the last five years as an average, has been sixty-five. As inducements, for whale ships especially, to visit this port, it would not be amiss to state that very rarely does the ship master experience difficulty or trouble with his crew, which fact can be attributed to no other cause than that of the impossibility of the men obtaining anything in the shape of intoxicating liquors, for the sale of which happily, no license has been granted on this island; and so stringent is the law, that the victualling houses are strictly prohibited from even making beer, or giving it to their boarders. Seldom either does a ship lose any of its crew from desertion, so efficient are the means of retaking them, that slight indeed is the chance of escape.

In enumerating what ships can obtain: in the first place, an abundant supply of good fresh water can be had all the year round from the numerous streams and rivulets which empty themselves into the bay; a supply of recruits, such as sweet potatoes, squashes, bananas, cabbages, oranges (when in season,) firewood, beef and pork, and poultry can always be obtained, and Irish potatoes, although not grown in the neighborhood are procured in readiness for the whaling fleet at the fall and spring of the year. Bread, flour, salt provisions, ship chandlery and groceries, and in fact everything in the way of a ship's requirements can now be procured from the several stores in the bay.

With regard to the temperature of Hilo, it is remarkable for its equality; and though at certain seasons of the year humid, the climate may be, and is considered salubrious and temperate. A supply of timber being an indispensable for the success of a commercial place, is an article in which Hilo is by no means lacking, as the woods extend far back into the mountains and reach to within two or three miles of the sea coast, contain an almost inexhaustible supply, a great deal of which, (the ohia for instance,) for durability in a great measure resembles the oak, and is for many purposes admirably adapted for ship use, for and masts, &c., and the cost of which, as compared with the same at other ports, is very reasonable.

Such are some of the prominent features of Hilo. The trade, or agricultural pursuits that are carried on for export, are too trifling at present to deserve much notice; but as this article is intended to give some truthful account, however imperfect, of the different enterprises of which Hilo can boast, we may be excused for submitting a few statements with respect to the commerce carried on by its residents.

The principle articles of export are coffee, arrowroot, pulu, goat-skins, hides, sugar, molasses and syrup, (the production of the three latter named commodities having considerably varied of late years) but all of which might be very extensively, and we have no doubt, profitably raised, were the communications with the interior of the country more accessible, where there are thousands and thousands of acres, having a soil of extraordinary fertility at present uncultivated, congenial to, and capable of producing most abundant crops; but the state of the roads renders them almost impassable to any but foot passengers, and the hitherto most expeditious mode of conveyance being by means of sticks slung across a native's shoulders with the burdens at the ends, make it much to be regretted that although so favorable to commerce, Hilo, in an agricultural point of view is so lamentably crippled. With more available roads and bridges, but few ports on any of the islands in the Pacific, with an industrious population, could pour into the market such an amount of produce.—*Pacific Commercial Advertiser.*

The German Journal of Frankfurt states that a subscription limited to three kreutzers (about fifteen centimes) to each person, has been opened at Worms for the construction of a Gothic chapel in that town in honor of Luther, and in his protest to the Diet of Worms.

Launch of the Missionary Schooner "Morning Star."

One of those moral sublimities which dot the surface of this wordly age, and show that there is yet a living principle of religious faith and duty strongly incorporated in the public mind, was seen at Chelsea, Wednesday, in the launch of the missionary schooner *Morning Star*—the contribution of the Sabbath School scholars of the Orthodox Congregational Churches throughout the country to the cause of missions. The scene was one of the most interesting we ever witnessed and the enjoyment of the occasion was participated in by nearly 4000 people, three-fourths of which number were children and youths. The Winter Street Sabbath School of this city sent 200 of its pupils to witness the launch.

The *Morning Star* was built by Jotham Stetson, Esq., ship-builder near the ferry in Chelsea. She is a beautifully modeled craft, and most substantially built—that quality being preferred to mere adornment, and wisely so. Her finishing inside is quite plain, although nothing has been left undone which comfort on board may require. The thousands who visited her on Wednesday were loud in their admiration of the arrangements which, while they made the officers' cabins comfortable, were equally as carefully attended to in respect to those of the men. The vessel will cost \$12,000. The amount is divided into 120,000 shares of ten cents each. Every scholar who takes a share receives a certificate from the Treasurer of the Board. The vessel is rigged hermaphrodite fashion. She is about to sail for the Pacific on her first missionary voyage; and Capt. Moore, who will command her, may be assured that the earnest prayers of thousands of her disinterested owners will follow him along his ocean path to the accomplishment of the truest charity and love.

We had almost forgotten to state that the figure-head of the *Morning Star* represents Faith, and that the ornamental work on the vessel is chaste and beautifully executed. The schooner draws ten feet; and, if the authority of experts is worthy quoting, "she is the handsomest little thing that has danced on these northern waters." She is coppered to the bends, and has all the newest and most valuable appointments in the shape of rigging and machinery. Her register is 150 tons.

At ten minutes past 12 in the afternoon, the vessel having been cleared of all those who were not invited to remain on board during the launch, the services preliminary to that accomplishment took place on a platform alongside.

The audience then, by request of Dr. Pomroy, sung that Missionary hymn—"From Greenland's icy mountains" &c.

An impressive prayer was next offered by Rev. Dr. Worcester, of Salem.

Rev. Mr. Langworthy, of Chelsea, made a brief address to the little owners of the splendid little craft just about to be launched, urging them, for the sake of the interests of the heathen, and as a duty taught them by Him who knew all things, to have and retain the same interest in the *Morning Star* as if she was as other ships are, a means of bringing them wealth from foreign lands. His remarks

were very appropriate and familiar to the comprehensions of his little hearers, whom he advised to cheer their loudest when the schooner was launched.

The audience next, at the suggestion of Mr. Langworthy, sung the Doxology:

"From all that dwell below the skies."

Preparation was now made for the launch. The final wedging up, and releasing the schooner from the keel-blocks, were the labor of but five minutes, after which she slid down the ways like a swan, and floated on the element for which she was destined, almost without causing a ripple.

Then went up a shout—a glorious shout, from the little owners—glorious from the total absence of all selfish cause for joy. Many old people stood round, and with tears in their eyes, witnessed the consummation of a scheme which, we hope, is fraught with innumerable future blessings.

After a few moments the steam-tug *Huron* came alongside the schooner, and towed her to her wharf down the harbor, and the crowd dispersed.—*Boston Paper*.

ADVERTISEMENTS.

THE SAILOR'S HOME.



MR. & MRS. THURM, MANAGERS.

THE HOUSE IS NOW OPEN FOR THE ACCOMMODATION of Seamen. Board and Lodging will be furnished on the most reasonable terms. The Managers, having for several years kept a private boarding-house in Honolulu, and during that period accommodated many seamen, hope to receive the patronage of the seafaring community. Seamen may rest assured that no efforts will be spared to furnish them a comfortable home during their stay in port. Boarders accommodated by the week or single meals.

Apply for Board at the office, in the dining-room.

Seamen ashore on liberty will be furnished with single meals, and a night's lodging.

Masters of vessels lying "off and on," are notified that their boat's crews, while on shore, will find good accommodations, on reasonable terms, at the Home.

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BIBLES, BOOKS AND TRACTS, in the English, French, Portuguese, German, Welsh, Swedish and Spanish languages. These books are offered for sale, at cost prices, by the Hawaiian Bible and Tract Societies, but furnished

GRATUITOUSLY TO SEAMEN.

Also, Office of *The Friend*, bound volumes for sale. Subscriptions received.

N. B.—Seamen belonging to vessels lying "off and on," will be supplied with books and papers, by calling at the Depository, from 12 to 3 o'clock P. M.

S. C. DAMON,
Seamen's Chaplain.

NAVIGATION TAUGHT.

THE SUBSCRIBER, RESIDING IN A TENEMENT OF MR. LOVE, in Nuuanu street, would give notice that he will instruct pupils in Navigation and Nautical Astronomy. For terms, please make inquiries at his lodgings.

DANIEL SMITH.

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HONOLULU, OAHU, H. I.

By Permission, he Refers to

C. W. Cartwright, President of Manufacturers' Insurance Company, Boston;
H. A. Pierce, Boston;
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Edward Mott Robinson, New Bedford;
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HILO, HAWAII, S. I.

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All Stores required by whale ships and others, supplied on reasonable terms, and at the shortest notice.

WANTED—Exchange on the United States and Europe.
Oct. 2, 1854.

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IMPORTERS AND WHOLESALE AND RETAIL

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GENERAL MERCHANDISE,

At the old stand, corner of King and School streets, near the large Stone Church. Also, at the Store formerly occupied by C. H. Nicholson, in King street, opposite the Seamen's Chapel.

G. P. JUDD, M. D., PHYSICIAN AND SURGEON,

HONOLULU, OAHU, S. I.

Office, corner of Fort and Merchant streets. Office open from 9 A. M. to 4 P. M.

E. HOFFMANN, PHYSICIAN AND SURGEON,

Office in the New Drug Store, corner of Kaahumanu and Queen streets, Makee & Anthon's Block. Open day and night.

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Ship Chandlers and General Agents,

LAHAINA, MAUI, S. I.

Ships supplied with Recruits, Storage and Money.

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ON FORT STREET, NEAR HOTEL STREET.

LOCKS of all kinds, Hinges, Screws, Tacks, Razors, Cut and Wrought Nails, Spikes, Brads, Files, Carpenters' Tools of all kinds, Pocket and Sheath-Knives, Marlinspikes, Caulking-Irons and Mallets, and numerous other articles, for sale at the lowest prices, by (tf) W. N. LADD.

THE READING-ROOM

AT THE SAILOR'S HOME IS OPEN, AND free to the public; and all seamen visiting this port, are especially invited to make it a place of resort, whether they board at the Home, or other boarding-houses in Honolulu, or are connected with the shipping. During the shipping season it will be lighted evenings.

Seamen visiting the Reading-Room, and desirous of writing letters, will be furnished with "pen, ink and paper," gratis, by applying to the person having charge of the Room. tf

IRON HURDLES

FOR SALE at the Hudson's Bay Company's Store, eight feet long—three dollars each. tf

MARINE JOURNAL.

PORT OF HONOLULU, H. I.

ARRIVALS.

- Jan. 1—Bre. brig Oahu, Molde, 19 ds fm Tahiti.
 7—Am clipper sch Vaquero, Newell, 15 days from San Francisco, en route for Sydney with 80 passengers.
 7—Am clipper ship Aspasia, Green, 17 days from San Francisco, in ballast.
 8—Wh ships Marengo, Skinner, Magnolia, Cox, and Gratitude, Cornell, all arrived off the port from short cruises and sailed again to cruise.
 12—Am wh ship Ontario, Tooker, from Kawaihae.
 15—Ham. bg Hero, Moeller, 180 days from Hamburg, with merchandise to Krull & Moll.
 25—French corvette Embuscade, Gizolme, 3 days fm Hilo.
 30—Am bark Frances Palmer, Green, from San Francisco.
 30—French corvette Eurydice, from Tahiti.

DEPARTURES.

- Some ten or twelve whale-ships which had cleared during the previous ten days, and before being reported as cleared, sailed on the 1st and 2d of January.
 Jan. 2—Am wh sh Robin Hood, M'Ginley, to cruise and home.
 3—Br. brig Recovery, Mitchell, for Vancouver's Island.
 3—Am. wh sh Corinthian, Russell, to cruise.
 5—“ wh bk Hoogley, Cole, for Warren.
 6—“ wh sh Chas. Phelps, Allen, to cruise.
 6—French corvette Embuscade, Gizolme, for Hilo, Hawaii.
 7—Am clipper bark Yankee, Smith, for San Francisco.
 9—Russian ship Nicholas I, Jasselin, for Cronstadt via Hilo.
 10—Am wh bark Black Eagle, Edwards, for Guam and China Seas.
 10—Am sch Vaquero, Newell, for Sydney.
 10—Haw wh bark Cynthia, Scofield, to cruise.
 13—Am wh bark United States, Wood, for cruise.
 13—Am wh ship Ontario, Tooker, for China Seas.
 14—Tahitian sch Kate Darling, Starr, for Gulf California.
 16—Bren. bg Victoria, Corson, on a whaling cruise.
 19—Am. wh sh General Williams, Miller, to cruise.
 21—Am bk Fanny Major, Lawton, for San Francisco.
 21—Am wh bk Black Warrior, Brown, for California coast.
 21—Haw. wh brig Hawaii, Rahe, cruise “
 25—Am wh sh South Boston, Randolph, to cruise.
 31—Am wh bk Ocean, Norton, for Tahiti.
 Feb. 1—H. B. M.'s ship Havannah, Harvey, for Valparaiso.

Ships Mails.

For SAN FRANCISCO. The ship Post, now repairing, will probably be the first vessel for San Francisco, to sail about Feb. 10.
 For SYDNEY, per Hero, about Feb. 10.

MEMORANDA.

[From the Marine Report of the Pacific Com. Advertiser.]

- A clipper ship, supposed to be the *Golden City*, from San Francisco, came in sight on Tuesday evening off the port.
 Schooner *Liholihi*, which sailed hence on the 25th December, arrived at Lahaina on the 28th, encountering a very heavy sea and gale on the 26th, in which she split two ribs, mainsail, &c. On Monday and Tuesday Capt. Paty took on board the implements left at Lahaina, and sailed on the 30th for Jarvis' Island.
 The bark *Gambia*, which sailed from Liverpool for Honolulu via Tahiti some nine months ago, is reported by recent advices from the latter place, to have put into New Caledonia leaking. The extent of the damage is not reported.
 Schooner *Excel*, from Kauai, reports having lost two anchors at Nawiliwili. She had taken refuge in the inner harbor at that port, which we have always supposed safe for small vessels in southerly blows—but Capt. Antonio reports that he barely saved his vessel from getting ashore in that harbor. Capt. A. reports that the schooner *John Young* and the American schooner *Gen. Morgan*, Capt. Way, which was loading potatoes at Koloa for San Francisco, both put to sea, and had been absent about one week. The *Gen. Morgan* had taken on board 1000 bbls, and would get the balance of her cargo, 400 to 500 bbls, in 12 hours of fair weather.
 New Shoals.—On the 26th of July, a portion of the whaling fleet, some five or six vessels, in going in the Straits of Queimauk, lat. 64° 30', long. 165, experienced a violent subterranean volcano, which threw a column of water about eight hundred yards high, after which, it emitted lava and pumice stone, some weighing tons, but fortunately, none of which fell on deck. The bark *Alice Frazier* was lying off the point of the island when it broke out. It is thought the eruption will cause various shoals in that locality.—S. F. Bulletin.
 Whale ship *Ontario*, Tooker, sailed on the 3d for Kawaihae for supplies, and will touch off this port on Friday or Saturday on her way to China and Japan Seas.
 Bark *Hoogley*, of Warren, which returned to this port leaking some two weeks since has repaired, and sailed on the 6th for Warren. Capt. Cole informs us that the leak was caused by the springing of the “wood ends” in the bow, leaving a hole through which he could run his hand. The plank was probably started in the ice last summer, but the sheathing under it did not give out till she left port last month. She sails for home direct.
 Bark *Larnest*, of Fair Haven, returned to port on the 29th Dec., and landed Capt. Snegor, who was too sick to continue the voyage. Capt. Layton, formerly of the *Chas. Phelps*, took command of the *Harvest*, and she sailed again the 3d Jan. for home. Capt. Spencer is improving slowly, and hopes to return to the United States via San Francisco and Panama.
 Ship *Benjamin Tucker* is undergoing repairs, and has received her three lower masts, which are now ready for the standing rigging. She will probably be ready for sea again by the 1st of March.

Capt. Bunker, of ship *Henry*, of Nantucket, writes us from Tahiti, Dec. 1, 1856, that he is last from Gallipagos Islands, bound to coast of Chili, having on board 450 bbls sperm and 50 bbls wh. oil. Has taken this season 1000 bbls sperm. Capt. Bunker reports to us the following vessels spoken by him:
 June 15, Am. bark *Lagrange*, Thomas, of F. H., 25 months out 900 sp and 100 wh on board, 200 sp this season.
 June 19, bark *J. A. Parker*, Tabor, of N. B., last from Talcahuana, 43 months, 1300 sp, 60 this season.
 August 19, ship *Ballea*, Dorman, of N. B., last from Talcahuana, 35 months out, 1000 sp on board, 60 this season.
 Aug. 16, bark *Jawa*, Morton, of N. B., last from Talcahuana, 8 months out, 30 bbls wh oil.
 Aug. 13, bark *Vigilant*, M'Cleave, of N. B., last from Paleta, 9 months out, 100 bbls sperm.
 Sir, the above are the only reports I can send you at this date.
 Yours, &c., D. BUNKER.

Ship *Magnolia*, Cox, touched off the port on the 7th, after a short cruise to Kauai. She sailed again on the 8th, to cruise off Hawaii and perhaps to the Line.

Ships *Marengo*, Skinner, and *Gratitude*, Cornell, touched off this port on the 8th, from a cruise of Hawaii and the Line. They sailed again on the 10th, bound for the Yellow Sea, probably.

Russian ship *Nicholas I*, sailed on the 9th, for a trip to Hilo, taking His Excellency, Count Medem, and one or two other passengers, who were anxious to visit the volcano. The *N.* probably belongs to the Russian American Fur Co., as she is from Sitka and loaded with a very valuable cargo of furs, invoiced at \$400,000. From Hilo she proceeds to Cronstadt.

Ship *Ontario*, from Kawaihae, Dec. 9, reports whale-ship *Barnstable*, Fisher, and French ship *Gustav*, having sailed to cruise. Sch's *John Dunlap* and *Kekautuohi* arrived at Kawaihae on the 9th.

SHIP VENICE.—By advices from Hilo, we hear of the arrival at that port on the 2d Jan. of the whale ship *Venice*, Capt. Lester, with 500 bbls whale oil and 6000 lbs bone.

French corvette *Embuscade*, left Hilo on Thursday last, —reports three schooners in that port, and the brig *John Dunlap*, Capt. Dudoit, as having sailed for Honolulu on Monday, Jan. 21, since which date she has not been heard from.

On the 24th the wind commenced blowing fresh from the southward, accompanied with frequent showers, and continued steady from the South up to last evening.

Her B. M.'s ship *Havannah*, Capt. Harvey, will sail for Valparaiso about the 1st of Feb., touching perhaps at Tahiti on her route.

The hull of the old French ship *Georges* is being broken to pieces by Capt. King, for firewood, which, he will probably thank us for saying, can be had at the wharf at \$8 per cord. There still remain five hulks in our harbor, which will eventually serve for firewood.

The delay of the *Frances Palmer* was owing to the heavy weather which prevailed during the past week, and loss of mainmast, stays, &c.

THE WHALING FLEET OF 1857.—The result of our enquiries in regard to the fleet of 1857, is that it will be smaller than for five years past, many whalers, which formerly cruised in the North Pacific, have left New Bedford fitted out for sperm-whaling on the Line and South Pacific. The North Pacific fleet of 1857, as near as we can now judge, will not number over 160 or 170 vessels.

The following is, we believe, a correct list of the ships which have left American ports during 1856 for the North Pacific. The total is fifty-eight vessels.

The following vessels have sailed from New Bedford:

| | |
|-----------------------------|---------------------------|
| Abigail, Smith | Jireh Perry, Cannon |
| Adeline, Taber | Josephine, Allen |
| Canada, Ricketson | Kingfisher, bk, Palmer |
| Caravan, Bragg | Lagoda, Willard |
| Chas. W. Morgan, Fisher | Louisa, bk, Hathaway |
| China, Thompson | Mary Frazier, Rounds |
| Chris. Mitchell, Manchester | Morea, Manchester |
| Cicero, Courtney | Niger, Jernegan |
| Condor, Whitney | Ocean Wave, bk, Baker |
| Contest, Ludlow | Polar Star, Weeks |
| Daniel Wood, Morrison | Rainbow, Halsey |
| Eliza, bark, Cornell | Rapid, West |
| Empire, Russell | Rambler, Willis |
| Fanny, bark, Boadry | Reindeer, Ashley |
| Florida, Fish | Saratoga, Slocum |
| Fortune, bark, Anderson | Silver Cloud, Coggsball |
| Gay Head, Lowen | Thos. Dickerson, Plaskett |
| Gen. Pike, Russell | William Wirt, Osborn |
| Gov. Troup, Milton | |

The following vessels have sailed from various whaling ports:

| | |
|------------------------------|-------------------------------|
| Arctic, Evans, Fair Haven | Brutus, Henry, Warren |
| South Seaman, Norton, do | Covington, Newman, " |
| Tahmaroo, Robinson, do | Benj. Morgan, Sisson, N. L. |
| Lexington, Fisher, Nantucket | Dover, Jeffrey, " |
| Massachusetts, Chatfield, do | John & Elizabeth, Eldridge, " |
| Champion, Coffin, Edgartown | Cincinnati, Williams, Ston. |
| Mary, Jenks, " | Newburyport, Crandall, " |
| Vineyard, Caswell, " | Tybee, Freeman, " |
| Benj. Rush, Wyatt, Warren | Shepherdess, Watous, Mystic |
| Massachusetts, Greene | |
| Nassau, Murdock | Sharon, L. B. King |

VESSELS IN PORT.—FEB. 1.

| | |
|--|-----------------------------|
| H. I. M.'s corvette Embuscade, Gizolme. | Eurydice, |
| Am. bark Frances Palmer, Green. | |
| Bren. ship Post, Weigard, repairing. | |
| Chilean brig Escape, Gasso, repairing. | |
| Am clipper ship Aspasia, Green, waiting cargo oil. | |
| Hamburg brig Hero, Moeller, discharging cargo. | |
| WHALERS. | |
| Ship Benjamin Tucker, Barber. | Brig Prince de Joinville, — |
| Montpelier, Macomber. | Oahu, Molde, fitting out. |
| Barks, George, (condemned) | Barks, Harmony, Bumpus. |
| Delta, Dubay, " | Italy, Babcock, fit. out. |

Vessels Expected from Foreign Ports.

American ship *Raduga* left Boston Nov. 10, with cargo mdse. for Honolulu, to C. Brewer—due March 10.
 Bremen brig *Kanal* sailed from Bremen Oct. 8, with cargo of merchandise to Hoffschlaeger & Stapenhorst.
 Br. bk *Gambia*, from London via Tahiti, sailed April 6. Last reported at New Caledonia.
 American bark *Yankee*, Smith, will leave San Francisco for Honolulu about Feb. 6—due about 22d.
 American clipper brigantine *Morning Star* sailed from Boston for Honolulu about Dec. 1, with merchandise for the American Mission.

PASSENGERS.

For SAN FRANCISCO—per *Yankee*—Elias Perkins, Mike Murray, Mr. Comstock, Capt. Holt, Mrs. Capt. Holt, A. G. Feldheim S. F. Candage, Geo. Peterson, W. H. Tripp, Hancock, Captain Lovell, Mrs. Lovell, Mr. Cole, Mr. Eloise, Mrs. Eloise, E. Cheesboro, A. C. Luce, Manuel Murray, Joe Silva, P. Striker, C. A. Poor, John Shuster, John Davia, Chas. Tanner, Capt. D. Hempstead, John Chisholm, Wm. Lloyd, Geo. Graves, Mrs. Graves, Sarah Graves, Louise Graves, Capt. Luce, S. G. Barnard, A. Johnson, James Carden, Phillip Dickinson, E. Hunt, Capt. Bellows, Mr. Eastman, Elias Morgan, Samuel Jacobs, James Howland, George Pierce, Frank Silva, and 4 others—total, 50.

For CHINA—per bark *Vernon*—J. Gasso.

For SYDNEY—per *Vaquero*—W. G. Woolsey, E. Oakley.

For HONG KONG—per *Ontario*—B. F. White, J. Halsey.

For SAN FRANCISCO—per *Fanny Major*—C. W. Jones and lady, Messrs. Prince, Billings, Irwin, Frink, Compton, J. Rowe and lady, Captains Weld and Pinham, W. A. Aldrich, M. C. Monsarrat, Mr. Raphael, J. J. Caranave, Bennett, Bell, Mills, Bonsel, J. Quinsy, G. Rodes, J. King, Lewis, Borden, Phillips, J. E. Packer, J. K. Bond, John Evans, J. Butterfield, Chas. Barstow, Mr. Card, and 4 others. Total, 35.

From HAMBURG—per *Hero*—Mrs. Eder, Mrs. Moeller, (captain's wife).

From SAN FRANCISCO—per *Frances Palmer*—Mr. Cornell, lady and 5 children, E. Burgess, J. Louzada, H. E. Robinson, Dr. Houghton, Mr. Huson and lady, Rev. E. W. Clark and lady, Mr. Schwartz, C. Wiltz, Mrs. E. M. Hutchinson, L. Andrews, L. Severance, S. Moores.

For TAHITI—per *Ocean*—Count Von Medem.

MARRIED.

In Honolulu, Jan. 4th, by Rev. S. C. Damon, Mr. DAVID H. KNIGHT, 2nd officer of American whale-ship *Vernon*, to Mrs. ISABELLA CRAWFORD.

On the evening of the 7th inst., at the Legation of the United States, in this city, by the Rev. S. C. Damon, CAPT. WILLIAM BABCOCK, of New London, to Miss CORNELIA HAMLIN, niece of the American Commissioner.

Jan. 17, by Rev. S. C. Damon, Mr. THOS. BROOKS to Miss ANN SMITH, both of Honolulu.

Jan. 24, by Rev. S. C. Damon, Mr. DAVID ANTONIO to NAHA-LEPOHAKU, both of Honolulu.

At the Edwards Church, Northampton, Mass., by the Rev. Gordon Hall, the Rev. HIRAM BINGHAM, junr., (born at the Sand wich Islands), to Miss MINERVA CLARRISA BREWSTER, of Northampton, daughter of Mr. Jonathan Brewster, of that place. The closing prayer was offered by the Rev. Hiram Bingham, sen., and a stanza or two sung with kindness and spirit by the choir, of which the parties had been members:

“We Christ heroes, go proclaim
 His station through Emmanuel's name;
 And distant climes the tidings bear,
 And plant the Rose of Sharon there.”

In Honolulu, Saturday evening, Jan. 31, by Rev. J. D. Strong, A. K. CLARK, Esq., to HARRIET E. HUTCHINSON, of Nashua, New Hampshire.

DIED

Suddenly, in Honolulu, Jan. 3d, Mr. JOHN EDMONDSTON alias MR. JOHN GRAY, of Balmoral, Scotland. The deceased had resided several years in the island, and was a tailor by profession.

On the 12th inst. of consumption, at the hospital Hilo, WILLIAM ROBINSON, late 3rd Mate of the American whaling ship *Arnold* of New Bedford, A. S. Sarvent, master. He was a Mulatto, about 44 years of age, born at Philadelphia, but had sailed for a number of years out of the port of New Bedford.

At Koloa, January 3d, Mr. AGAR T. SHUTE, aged 56 years. The deceased was from Bridgeport, Conn.

Yesterday evening, 20th inst., KINAW, wife of Abraham Fornander, Esq.

At U. S. Hospital in Honolulu Jan. 23d, JAMES LOW, a seaman discharged from *Pampero*. He belonged to Gloucester, Mass.

At Palama, Jan. 31, the infant son of Abr. Fornander, Esq., aged two weeks.

THE FRIEND:

A MONTHLY JOURNAL, DEVOTED TO TEMPERANCE, SEAMEN, MARINE AND GENERAL INTELLIGENCE,
 PUBLISHED AND EDITED BY
 SAMUEL C. DAMON.

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THE FRIEND.

New Series, Vol. 8, No. 3.

HONOLULU, MARCH 31, 1857.

{Old Series, Vol. 14.

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THE FRIEND.

HONOLULU, MARCH 31, 1857.

LIFE ON KAUAI.

Having spent a few days in riding and rambling on the Island of Kauai, there are two or three features in the state of things there which we deem not unworthy of notice. The first and most prominent feature, is this, that on Kauai, the people work. This is true of both foreigners and natives. Having visited, in former years, every part of the Sandwich Islands, we feel prepared to speak with confidence upon this subject, that no where have we witnessed such a proportion of the inhabitants actively engaged in manual labors as we have seen upon this island. We landed at Nawiliwili, and saw busy life upon the Lihue Plantation. The plow and hoe were moving with the dawn of the morning. At Koloa, we witnessed the ingathering of the cane crop. On the latter plantation can be mustered one hundred yoke of oxen. The proprietors of the Koloa Plantation not only rely upon the plow to prepare the soil, but they have literally *plunged* into a swamp or marsh of a thousand acres, and there have undertaken a system of drainage and cultivation, which could never have been made successful without an immense amount of *real, hard work with the hands*. No animal can cross the marsh, but man can! We saw a heavy crop of cane being taken from a portion of this marsh, a temporary railroad being laid down, (between the stacks of cane) and extending one-fourth of a mile towards the center of the marsh. Subsequently to watch the long train of "four-ox" carts, heavily loaded with cane and trudging off to the mill, was a most animating sight.

At Hanalei, the people work, and work

hard. They are up early and brush the dew from the grass as they go into the fields of coffee. We saw, at both Mr. Titcomb's and Wundenberg's plantations, the laborers in the fields and at the mills. The gathering season on a coffee plantation is exceedingly busy. To stand at the foot of the mountains and look over Mr. Titcomb's fields, and consider how much hard labor and persevering toil have been expended, and what are the results, make us feel hopeful for the Sandwich Islands, when the inhabitants are willing to invest capital, and work with their own hands.

We visited also Mr. McBride and Mr. Charman's dairy establishment. We took a peep too at the butchering establishment of Mr. Allen, where beef, hides, and tallow were in course of preparation for the market. We rode over fields where Grubens and Archer *tried* tobacco, but now are raising Indian corn. Wherever we went we saw more of work, industry and thrift than we have witnessed elsewhere.

In the vicinity of Koloa the natives are busy cultivating sweet potatoes. They are extensively employed on all the plantations which we have referred to, as coolie labor appears to be a failure.

One enterprise on the island is specially worthy of notice. We refer to the effort of introducing a stream of water from the mountains to flow over the Lihue plantation. A trench ten miles long (about two-and-a-half feet wide, and the same deep) has been dug. It has been an immense work; and whether it answers the purpose or not, it shows what labor will accomplish. This summer will test the experiment, and most confidently we hope the enterprise may succeed.

Having written so much about the working habits of the Kauaians, no space remains to refer to their schools, their churches, their "literary club," or their generous hospitality. We hope that the good people on that island may not infer that we did not appreciate their kindness and hospitality because we merely pass it over with this passing allusion.

☞ We would acknowledge files of New Zealand newspapers from Capt. G. H. Soule, ship *Milo*.

The "Old Bethel" made "New."

While superintending some repairs upon the Bethel, in the early part of February, we were suddenly compelled to leave for a neighbouring island on account of ill-health. On our return with health re-established, it was with no ordinary feelings of gratitude that we found our congregation worshipping in a building re-moddled, and very much improved. The ladies and children came to our aid, rendering most timely assistance. We would take this opportunity to acknowledge the presentation, by the ladies, of a communion table, chairs, sofa and carpet for the pulpit, and a curtain from the children of the Sabbath School. These expressions of kindly sympathy and generous feeling rendered, while we were absent, are doubly prized.

☞ The following is a statement of the expenses attending the repairs and alterations of the Bethel:

| | |
|--|-----------------|
| Feb. 7—To paid Mr. Vincent's bill for lumber and labor - - - - - | \$375 00 |
| " 10—To paid Mr. Thomas' bill for mason work - - - - - | 45 00 |
| " 18—To paid Mr. Gilliland's bill for paints and labor - - - - - | 181 50 |
| " 18—To paid for repairing Seraphine - - - - - | 17 50 |
| " 18—Re-covering cushions, &c., &c., - - - - - | 52 30 |
| Sundry expenses - - - - - | 28 25 |
| | \$699 55 |

We hope to raise a portion of this sum from the seafaring community. Our appeal is also to the public interested in the support of the Bethel. We would state that no subscription paper will be circulated—whatever any person is inclined to forward as a free-will offering will be gratefully received. We have already received

| | |
|-----------------------------|---------|
| From a friend, - - - - - | \$15 00 |
| " a lady, - - - - - | 10 00 |
| " Dr. Mott Smith, - - - - - | 10 00 |
| " A friend, - - - - - | 2 50 |
| " A sailor, - - - - - | 1 00 |

NEWS FROM MARQUESAS.—Letters of interest and importance have recently been received from the Marquesan missionaries. We would acknowledge letters from Mr. Bicknell, and the Rev. Mr. Kekela, as late as Jan. 14; but we believe that those of even later dates have been received. The missionaries were all in health, and actively engaged in their missionary work. They are contemplating a removal to Hivaoa, leaving, however, one or two families at Fatuhiva.

Opinion and Suggestions respecting the Home—by a Sailor.

SHIPBOARD, Feb. 8, 1857.

REV. S. C. DAMON:

SIR,—Not having an opportunity of going ashore, I send you this to acquaint you with the excellent health of our ship's crew—thanks to an All Merciful Providence. From this port, after having obtained recruits, we will proceed to the Japan and Ochotsk Seas, buoyant with the hope of making a good season's catch. So far, all hands are well pleased with our officers, who, besides being regarded as A No. 1 whalemén, are gentlemanly and kind to all under their command, free from all swearing and indecent abuse so frequently heard upon whalers; and especially are all delighted with Capt. ——— and Mr. ———, 1st officer, who, under all circumstances exhibit uniform gentleness and kindness, and all delight in shewing appreciation of their worth by prompt and ready obedience to every wish or command.

By this time, no doubt, the balancing account has assured you that a Home can no longer be considered an *experiment*; but that it has, and will prosper, is beyond a reasonable doubt. Unless it is greatly enlarged, the accommodations will not equal the demand. Had it accommodations for 150 or 200 for next season, I feel assured that it would be none too much. All the young and well-disposed seamen (for there are many) will patronise the Home—they are under no obligations to the designing few who *ease* them of their purses by first *stealing* their brains. Those who made it their home last season will spare no pains to induce their shipmates to drop anchor there next fall. All are extravagant in their praises of the neatness and cleanliness of everything appertaining to the home; and never do they fail to pay just tribute to Mr. and Mrs. Thrum, whose steady kindness and attention to "Jack" on all occasions, has endeared them to all. They richly deserve patronage—and generous, true-hearted Jack will not fail to use his endeavors to extend it. Be pleased to remember me to them, with many thanks for their kindness to me whilst remaining there.

Should I be fortunate this season I promise to give for the use of the Home ten per cent. of my season's gain, be it great or small. Success attend the Home.

Yours most respectfully,

N. B. Permit me as a friend to the Home to make a suggestion or two for your consideration. Though coming from Jack, if carried out, they might possibly prove beneficial:

1st. That a "Shipping Office" be opened in the Home in time for next season; the person keeping it to pay a certain percentage of his profits to the Treasurer of the Home; or appoint a qualified person to attend the office at a certain salary. It would be a very profitable source of revenue.

2nd. That the sum of 50 cents or \$1 be charged upon all seamen who board at the Home as an initiation fee. No seaman who has once made it his home will hesitate to give so small a mite for the *privilege* (for it is a great one) of again receiving the benefit of so excellent an establishment. Those who prefer the nauseous effluvia of the groggery alone will object to it, undoubtedly, having

in view the four doses of poison the said dollar might purchase them.

You must excuse me, Rev. Sir, for thus presuming to make these suggestions, my desire for its prosperity being my apology.

Yours, &c.

CASTE IN INDIA.

In our last number we made some extracts from a new work entitled *Life in India*. The following paragraphs from the same work, relating to *caste*, will be read with interest. The subject of caste in that country is one of the most singular and peculiar phases of human society. It is quite impossible to understand or comprehend the social state of things in that land, without studying the nature of the caste-system:

Caste has been fitly called the cement that binds the great structure of Hindu institutions. Not only does it separate each class from all others, but compacts the whole, so as to form of dissimilar and uncongenial units an almost impregnable body. Its influence cannot be overlooked by any who long for the regeneration of India.

You are met by caste when you first put your foot upon the shores of Hindustan, and you meet it at every step of your progress and in every effort to Christianise the people. In the city and in the village, in the highway and in the byway, in the school and in the church, with the high and the low, the child and the gray-headed man, the influence of caste must be met and overcome. It constitutes one of the chief obstacles to the spread of Christianity among the Hindus. To know the work to be done among the one hundred millions of men who are held in its bonds, we must know something of the nature and effects of this institution.

Caste is a Portuguese term adopted by the English as the representative of the native word *Jathi*—the term applied to the distinction of classes or tribes among the Hindus.

The number of castes will not excite wonder, when it is remembered that almost every employment or profession forms a separate caste. The members of these subdivisions, though belonging to the same great caste, will not inter-marry, nor will they eat, drink, or associate with each other. Thus, physicians form a separate caste, the druggists' another, the shepherds another, and so on with herdsmen, barbers, writers, farmers, carpenters, goldsmiths, masons, blacksmiths, and many other trades. The blacksmith will not marry into the family of the weaver, nor will he eat or drink with him; nor will the carpenter with the shepherd, nor the accountant with the mason. Each profession is handed down from father to son. Before his birth, the calling of the man is decided and his associations fixed. Society is thus made up, not of men, but of castes; and man sympathises not with his fellow-man, but with his caste. Each caste, wrapped up within the narrow limits of its own little circle, knows no hospitality or duty beyond this well-defined boundary. No success, no genius, no virtue can lift him out of the caste in which he was born; and no crime, except a breach of caste, can degrade him from it. This the Hindu believes

to be the ordinance and will of God. His place in society was fixed at the creation.

* * * * *

It might be supposed that high-caste men would be more tenacious of the distinction than those of low caste; but this is not the case. Even the outcast Pariahs of the villages, who feed on carrion, find some upon whom they can look down, and the lowest Sudra would refuse to take a cup of tea from the hands of any king in Europe; it would offend him! Our gardener's sick wife would not eat any delicacy prepared by our cook, because he was a Pariah, though a most respectable man, with higher wages than her husband. Once, when examining a school of our verandah, one of the boys, a poor little fellow with only a dirty strip of cloth to wrap about his middle, fainted. I got some water and sprinkled it on him. At this the scholars and teachers were quite horrified, and ran to stop me, lest his caste should be spoiled by water from the hand of a casteless person like myself.

Caste is quite independent of station. A high-caste pauper is the superior of a low-caste king. As Europeans have no caste, to eat with them would degrade a Hindu of any caste. For a man to receive a cup of tea from the hand of a missionary, is an evidence of his willingness to renounce caste, and is sometimes made a test of sincerity with religious inquirers. During a famine in Madras even starving women refused food from the table of the missionary. When in Calcutta, a little boy in our family went into the room in which the servant was eating, and happened to lay his hand upon him. The man immediately rose and threw his dinner into the street.

A volume might be filled with illustrations of the folly and cruelty of this system; but its workings will be seen in the causes and method of *expulsion from caste*. When the rules of caste have been broken, the crime is not at all followed by discipline. If the offender is wealthy, powerful, or highly connected, the trespass is often winked at. But if the offender is poor, or has enemies who desire his downfall, the case is published abroad, and he is cited to appear before the guru (the religious teacher and head of the caste) and the chief men. If the case is made out against him, he is punished, according to the magnitude of the offence, by fines, blows, or branding with a hot iron, or, if it be a trifling fault, by a feast to the caste. He is then made to humble himself with prostrations to the earth before the guru, and purified by drinking a mixture called *panchakaryam*, (the five products of the cow,) which has the power of cleansing from sin and stain.

Sometimes, however, owing to the bitterness of enemies or the nature of the offence, it cannot be thus expiated. In such cases, the offender is driven from his family and society—his parents, his wife, and his children refuse to eat with him or to give him a drop of water, his friendship is denied, and his society shunned by all. He does not fall to a lower caste, but sinks at once to the level of the Pariah. As the elephant cannot become a dog, or a lion a mouse, so the Brahmin or Kschattrya does not become a Sudra; he ceases to be a Brahmin or a Kschattrya,

and becomes a casteless man a vagabond upon the face of the earth.

It does not matter whether the offence was voluntary or involuntary; it is not the sin, but the defilement, that constitutes the crime. In Bengal, a European, out of spite, seized a Brahmin and forced spirits and meat into his mouth. He became an outcast. At the end of three years, efforts were made by his friends at the expense of forty thousand dollars to have his caste restored, but in vain. Another effort was made, however, and by expending some one hundred thousand dollars, his fellows were induced to consent to his former rights and privileges. During the reign of Tippoo, Sultan of Mysore, an attempt was made by that cruel prince to force the Hindus to adopt the Mohammedan religion. A number of them were forced to eat beef as an evidence of their having forsaken Hinduism. After his overthrow by the English, these persons petitioned for a restoration to caste, but in vain. No penances could atone for the worse than cannibal sacrilege of eating the flesh of the sacred cow—an animal so holy in their eyes, that to kill one is a crime as heinous as the murder of a man. Had they committed theft, adultery, fraud, or perjury, it would have been a small matter; but the stain of beef-eating could neither be forgiven nor washed away.

A case mentioned by the Abbé Dubois will illustrate the injustice of many of the decisions of a caste among people so low in morality as the Hindus. Eleven Brahmins, passing through a country desolated by war, arrived exhausted by hunger and fatigue at a village. To their surprise and disappointment they found it deserted. Rice, they had with them, but no vessel in which to boil it. Looking around, they could find nothing but the pots in the house of the village washerman; for Brahmins even to touch these would be a defilement almost ineffaceable. But being pressed by hunger, they bound one of them to secrecy by an oath, and having washed one of the pots a hundred times, they boiled their rice in it. One of them alone refused to partake of the repast, and on reaching home he accused the other ten before the chief Brahmin of the town. The rumour quickly spread; the delinquents were summoned and compelled to appear. Having learned the difficulty in which they were likely to be involved, they were prepared for the charge: and, according to previous agreement, each protested that the accuser only was guilty of the crime which he laid at their door. Which side was to be believed? Was the testimony of one man to be taken against that of ten? The result was, that the ten Brahmins were declared innocent, and the accuser, being found guilty, was expelled with ignominy from the caste. Though his innocence could scarcely be doubted, the judges were offended by his disclosure, and could more conveniently sacrifice him than the ten truly guilty and foresworn men.

At the present day the rules of caste are laid down in the sacred books cannot be enforced. Having lived for centuries under a foreign yoke, formerly that of the Mohammedans, now that of the English, they find it impossible to follow the laws of the Shasters. Sometimes from the love of office and of gain, they must or will transgress the rules of caste. While offences are profitable, and offenders

both many and strong, these breaches of the law will be winked at. In trade, public offices, schools, and the army, you will find men of all castes daily violating the rules of the Shasters.

But when a Hindu becomes a Christian, and, as a mark of Christian fellowship and brotherhood, eats or drinks with his spiritual guide, caste becomes an instrument to snatch from him his wife and children, to cut him off from every tender tie, and to make him (as far as civil law permits) an outcast and a homeless wanderer in the land of his fathers. It is a cause of devout thankfulness that even this strong chain with which Satan has bound the idolaters of Hindustan has been broken by the power of the Spirit of God, and that converted Hindus have had grace, to brave the scorn and persecuting rage of their countrymen—that they have *forsaken all* to follow Christ. In the American mission at Madras, all the members of the churches, male and female, assemble yearly around one table, and partake, together with their teachers, of a cheerful repast. This is their “love-feast.” Soon may these unchristian barriers between man and man be broken down, and love unite in the bonds of Christian affection the millions of redeemed Hindustan!

COME AND REST.

BY THE REV. J. C. RYLE, B. A., RECTOR OF HELMINGHAM, SUFFOLK.

Reader—I believe there are many persons who are weary and tired of everything in this life, and yet have nothing to cheer them in looking forward to the life to come. Are you one?

I believe there are many who are thoroughly unhappy in their own hearts, although they will not confess it—unhappy because they know they are not living as God would have them—unhappy because they know they are not fit to die. Are you one?

I am quite sure that much of what is called happiness is utterly hollow and unreal. Silks and satins often cover aching consciences. Loud laughter often comes from the lips of people who are inwardly heavy at heart. There are many who are always seeking rest and finding none. Like those described by David, they could say, “Who will show us any good?” Reader, is this your case?

There is rest for the weary even in this world, if they will only seek it. There is repose for the weary of heart, if they will only apply for it in the right quarter. There is real, solid, lasting happiness to be had on this side the grave, if people will only inquire for it where it is to be found.

Where is this rest? Where is this repose? Where is this happiness? It is to be found in Christ. It is given by Him to all children of mankind who will confess their need and humbly ask Him to relieve them. It is enjoyed by all who hear Christ's voice and follow Him. “Come unto me,” he says, “all ye that labor and are heavy laden, and I will give you rest.” “We which have believed,” says His servant Paul, “do enter into rest.” (Matt. 11: 28; Heb. 4: 3.)

Reader, I invite you this day, in my Master's name, to come to Christ and be his disciple, if you want to be happy. Cease to seek happiness in the vain things of this

world. Give up the pride, the self-will, the sinful stubbornness of your own ways. Come to Jesus as a humble sinner, and cast your soul on Him, and then the rest I have spoken of shall be your own.

Tell me not that you cannot see that believers in Christ enjoy this rest of soul of which I have spoken. They do enjoy it, and that far more than you think. Some enjoy it more and some less. According to their faith is their peace. But all believers have a rest and peace which the world never gave them, and which they would not part with for all the world.

But, after all, reader, I would not have you judge of the Lord Jesus Christ by His people. The best of servants can give you but a faint idea of that glorious Master. Neither would I have you judge of the privileges of His Kingdom by the measure of comfort to which many of His people attain. Alas! we are most of us poor creatures. We come short, very short of the blessedness we might enjoy. But, depend upon it, there are glorious things in the city of our God, which they who have an assured hope taste even in their life-time. There are lengths and breadths of peace and consolation there, which it has not entered into your heart to conceive. There is bread enough and to spare in our Father's house, though many of us certainly eat but little of it, and continue weak. But the fault must not be laid to our Master's charge; it is all our own.

Reader, the weakest child of God has a mine of comforts within him, of which you know nothing. You see the conflicts and tossings of the surface of his heart, but you see not the pearls of great price which are hidden in the depths below. The feeblest member of Christ would not change conditions with you. The believer who possesses the least assurance is far better off than you are. *He has a hope*, however faint, but *you have none at all*. He has a portion that will never be taken from him, a Saviour that will never forsake him, a treasure that fadeth not away, however little he may realise it all at present. But, as for you, if you die as you are, your expectations will all perish. Oh! that you were wise! Oh! that you understood these things! Oh! that you would consider your latter end!

I feel deeply for you in these latter days of the world. I feel deeply for those whose treasure is all on earth, and whose hopes are all on this side of the grave. Yes! when I see old kingdoms and dynasties shaking to the very foundation,—when I see property melting like snow in spring, and public stocks and funds losing their value,—when I see these things, I feel deeply for those who have no better portion than this world can give them, and no place in that kingdom that cannot be removed.

Take advice of a minister of Christ this very day. Seek durable riches,—a treasure that can not be taken from you,—a city which hath lasting foundations. Give yourself to the Lord Jesus Christ, and seek that incorruptible crown He is ready to bestow. Take his yoke upon you, and learn of Him. Come away from a world which will never really satisfy you, and from sin which will bite like a serpent at last. Come to the Lord Jesus as a lowly sinner, and He will receive you, pardon you, give you His renewing Spirit, fill

you with peace. This shall give you more real comfort than the world has ever done. There is a gulf in your heart which nothing but the peace of Christ can fill. Enter in and share our privileges. Come with us and sit down by our side.

Reader, if you are weary, I offer you rest in Christ,—a free, full, immediate rest. Oh! do not let the offer be made in vain. *Come and rest!*

BARBAROUS MURDER OF REV. D. H. WHEELER.

We are pained by the recent intelligence of the shocking murder of the Rev. D. H. Wheeler, formerly Chaplain of the American Seamen's Friend Society, at Valparaiso, Chili; afterwards for two years at Aspinwall New Grenada; and, at the time of his death, an Agent of the American Bible Society in Nicaragua.

He was sent out, in July last, for the purpose of circulating the Scriptures in that country. Notwithstanding the disturbed and dangerous state of affairs there, in consequence of Walker's operations, he had prosecuted his work with energy and success; had made the acquaintance of Padre Vigil, Grand-Vicar of the State of Nicaragua, and with his concurrence, and even recommendation of the books to his people, had somewhat extensively circulated the Word of God among a people eager to receive it.

Near the middle of October the army opposed to Walker began to approach Grenada, when he marched out with his hordes of followers to Massaya, some twenty miles distant met the enemy, and in a severe battle routed them. While he was absent, and left defenceless, a fragment of the enemy's army, with a number of outlaws who had united with it, rushed into the city plundering everywhere as they went. They came to the house of Mr. Lawless, a merchant long resident there, with whom Mr. Wheeler, Mr. and Mrs. Ferguson, and a young daughter resided.

With great violence they seized the three men, carried them to the rest of their party in another part of the city, and in cold blood shot them all, for no other reason, probably, than because they were supposed to belong to the hated race of filibusters.

Soon Walker's hordes hurried back to Grenada, when the enemy fled. The three friends—Messrs. Wheeler and Ferguson, and Mr. Lawless, whom they had left behind, and who had taken no part in the war, were soon found pierced through with balls and bayonets. Great, indeed, was the grief felt, for they were all highly beloved. The event is one of deep sorrow.

Mr. Wheeler was a rare specimen of Christian self-denial, and disinterested devotion to his Maker's cause, never avoiding fields of danger, plain and out-spoken in his rebukes of sin, sometimes thereby making enemies of the worldly-wise. His death is a great loss to the Church, she has few more devoted sons.

He was a native of Connecticut, but for some years a resident in the State of Indiana, where his bereaved family, a widow and several children, now reside. He was a preacher in the Methodist connection.

We learn with pleasure that the Board of Managers of the American Bible Society, on hearing of his untimely death, passed suitable

resolutions of respect for his memory, and voted an appropriation to his family thus suddenly deprived of their head and means of support.—*Sailor's Magazine*, Jan., 1857.

[For the Friend.]

The Civilization of Trade and Commerce as it is developed in the Marquesan people.

Since the discovery of the Marquesan Islands, they have been visited both by missionaries and traders. The Protestant missionary bodies have, in every instance, left without making any impression on the habits of the people. The natives are not any the better, nor any the worse for their coming among them. Not so with the traders. It cannot be said of them that they have made no impression on the people. The truth is, they have made a very great impression, and this impression is for the worse for the cause of vital Christianity.

The Marquesan people have been, and are now, savages and cannibals. The whole length of human depravity is trodden by them. Commerce has facilitated their growth in depravity. It has pandered to the lusts of the people.

Before the trader came into the country, the natives warred with clubs, spears and stones. The trader came, and a change took place in their warfare. They were converted from the use of clubs, spears, and stones, to that of firearms. This is one step in the civilization of trade and commerce. The heart remained as hard and cruel as before, while the intellect took a forward move—it was enlightened in the use of more deadly instruments of war.

Another step in the civilization of trade and commerce, has been to create a taste for foreign manufactures. This taste would be beneficial were the hearts of the people brought into subjection to the Gospel. But since their hearts remain still encased in their hardness, the consequences to the soul are most disastrous. The soul, like a ship without ballast or compass, falls a victim to the tide of covetousness, which the taste for foreign manufactures begets.

Another step is the substitution of rum for kava. The natives have been diverted from the use of kava to that of rum and tobacco. This is the civilization in process now. Its end is death. The cry, "there is death in the drunkard's cup" is often uttered by many without reflecting that this deadly cup is handed round by the hands of trade and commerce.

The development, in the Marquesan people, of the civilization of trade and commerce is most baneful. The light which they have received is the light of darkness. It is death to the soul. Better, ten thousand times better, leave the poor heathen to his blindness than force upon him habits which embitter his heart against the light of truth. J. B.

Morning Star.—At a late meeting of the Directors of the Hawaiian Missionary Society, it was unanimously decided, that on the arrival of this vessel, she should be immediately dispatched with supplies for the missionaries at Marquesas. The Rev. Mr. Emerson of Waialua, has been invited to go as delegate. It is confidently hoped the vessel will arrive in season, to be refitted and dispatched before the 20th of April. Allowing her an absence of two months, it is hoped she may return and be ready for a trip to Micronesia, to be absent for several months, perhaps a year, as it is contemplated that the Micronesian missionaries will be anxious to make extensive explorations.

☞ All persons desirous of sending letters or packages to Marquesas should forward them at an early opportunity.

JACK'S WAY OF DOING BUSINESS.—A sailor just discharged, hurries into our office, saying—

"Please take charge of my order!"

"What is your name?"

"Oh, no matter for that."

"But I must know your name, and you must take a certificate."

"My name is ———, that's all. Just keep my order."

After considerable talk, we get the man's name, and try to do as requested.

Now, Mr. Sailor-man, this is not the way you should do your business. You ought never to give up your order, or deposit your money without taking a receipt. Keep an account of your money. Having deposited your money with a merchant, boarding-house keeper, or any one else, never fail to make a record of it. *Put it down. Take a receipt. Keep your own account.* No wonder you and your money soon part!

ADAMS' NEW PATENT POWER PRESS.—This number of our paper is the first printing upon a new printing press lately imported from Boston. One English printer, on seeing it work, said, "Those Yankees are clever at invention." An American printer exclaimed, "She works to a charm." It is the first press of this description ever worked at the islands, and, of course, is far ahead of anything in the shape of a printing press ever before seen here. It is not worked by steam, but there is no predicting how soon steam-power may do our *printing*, as it is now doing our *dredging*. Mr. Whitney, the proprietor of the press deserves credit for his enterprise in importing so valuable a machine, and we trust he will be well rewarded for his investment.

NEW BETHEL AT SHANGHAE.—The head Mandarin of the city has given a junk, to be used for a floating Bethel. English and American merchants have subscribed \$1,500 to fit up the junk for this purpose.

It is a source of sincere rejoicing to every Christian heart, that a degree of seriousness at present prevails among the foreign population in Honolulu. For several weeks meetings have been held every evening at the Methodist chapel. Members of the other churches participate in this gatherings. These indications of good will be matter of devout thanksgiving to every sober and serious-minded person who reflects upon the proneness of man to defer attention to the most important of all subjects—the salvation of the soul. It is a time for all most attentively to bring their minds to a thoughtful consideration of their true condition and standing as rational, accountable, and immortal beings. Every reader, we hope, will give the article in our columns, entitled “Come and Rest,” a careful and candid perusal.

“KA HAE HAWAII.”—We rejoice to see this paper improved and enlarged, with a handsome vignette indicating the former and present state of civilization upon the Sandwich Islands. As we have before remarked, so we still say, the Hawaiians are deserving of a far better newspaper than they have hitherto had. We hope those engaged in publishing the *Hae* will meet with ample encouragement to make it a first-rate paper.

BOOK OF FORMS AND BOOKKEEPING.—This is a new book, in the Hawaiian language, written by a native, J. W. H. Kauwahi, Esq. It is said to be a most valuable book. The author has been at work upon it two and more years. We hope it will meet with a rapid sale. This is, we believe, the first book written and published by a native of the Sandwich Islands. It is a volume of 245 pages, 12mo.

DROWNED.—Capt. Loper, of the ship *Sarah Sheaf*, informs us that his cook, Robert Poulter, of Long Island, jumped overboard and was drowned on the night of the 29th of March, while the ship was lying off and on about twelve miles from Diamond Head. He came here last fall in the ship *Pampero*, from California, and here shipped on board the *Sarah Sheaf*. The report is that months ago he gave indications of insanity—but none of late.

Absence from town compels us to issue our March number on the 31st instead of the 1st of the month.

ROOFING.—All housekeepers and house owners, at the Sandwich Islands, know how immensely important it is to have tight and lasting roofs. It is a subject deserving of special consideration, observation and experiment. A good shingle roof, if it lasts ten or fifteen years, is considered quite durable. It is important to enquire whether painting roofs in this climate is of any use. Some maintain that it does no good, and others hold the opposite opinion. The following fact may be worth considering. The mission-house, occupied by Mrs. Whitney, at Waimea, Kauai,

was built in 1827 or 8, or about 30 years ago. The roof has never been renewed. The shingles were good American pine, and shaved. Mr. Whitney painted the roof, when new, with a preparation made according to the following recipe:

“One measure of fine sand, two measures of wood ashes well sifted, three of slacked lime ground up in oil. First coat thin, second as thick as can be put on with a paint brush.”

Christmas Island.

The interest which has been excited in the above island by the loss of the bark *J. C. Fremont*, induces us to publish the following account of it written by Capt. Geo. Benson, who was wrecked there in the English whale ship *Brilon* in 1836, and who remained on the island with his crew seven months before finding an opportunity to leave it. The account will be found in full in the *Hawaiian Spectator* for April 1838. Capt. Johnson of the bark *J. C. Fremont* thinks that the island is larger than any published account makes it. Capt. Benson's account would make it about thirty miles long. Capt. Johnson says that the southern passage into the lagoon, though he did not sound it, is deep enough for a large ship to enter and anchor inside. Instead of 2000 coconut trees, there are now not more than 200 scattered over different parts of the island. The *J. C. Fremont* was wrecked in the north part of the bay on the easterly side of the island, where the *Brilon* and a number of other vessels have been lost in the last few years.—*P. C. Advertiser*.

Christmas Island was discovered by the celebrated circumnavigator Capt. Cook, 25th Dec., 1777, but he gives no account of having explored it; and merely states the supposition that it might be 60 miles in circumference. I have no reason to doubt that the island has much increased in size since its discovery—being of coralline formation; which may account for my finding it more than 80 miles round. In the published account of Capt. C. we have the latitude and longitude of Sandy Island, the spot where he anchored, which is on the west side; he made this island to lie in $1^{\circ} 58' N.$ lat. and $157^{\circ} 38' W.$ long. My observations are the result of 150 different sights, and by means of a chronometer that I have every reason to believe a good one, by which I made the east point of Christmas Island to lie in lat. $1^{\circ} 46' N.$ and long. $157^{\circ} 10' W.$ Sandy Island I found to be in lat. $1^{\circ} 57' N.$ and long. $157^{\circ} 41' W.$, which agrees within three miles of Capt. Cook's observations.

“With respect to the island itself,—it is little else than a sand bank, bounded by a coral reef, which makes off about half a cable's length from the shore, and surrounds the island with the exception of the S. W. point; where the surf makes to the beach. There is very safe anchorage for ships on the west side; there Capt. Cook anchored. The soundings are from 10 to 30 fathoms; but I should consider 20 fathoms to be the best position. This would be opposite the northern entrance of the lagoon, into which there are two passages, having Sandy Island in the center. The southern passage however is considerably the largest, and the water is much deeper than by the northern entrance.

“The lagoon is filled with numerous shoals or shallow patches, and finally terminates in small lakes surrounded with sand. Some of these have become nearly dry, and left quantities of salt in them. I found others, where the water was much saltier than any sea water. In some, the water rises and falls with the tide outside; from which it is manifest it must ooze in and out from under the land. In others, we found quantities of fish resembling the herring, but somewhat larger.

“There are many sea-birds of different kinds inhabiting the island. Their eggs afforded me many a delicious repast; and are so very plentiful, that I have seen 2,000 laying on the ground within the space of one square acre.

“The land is extremely low, and composed entirely of sand with only a few bushes and small trees. In my opinion, it could not be seen from a ship more than 16 miles. The N. E. side of the island forms a very deep bay; and it is quite necessary that all masters of vessels who intend to touch there should be aware that such a bay exists. It was owing in a great measure to the want of this information, that I was so unfortunate as to be wrecked on its coast in Oct. 1836. By no means is it advisable to get embayed at this place, as there is generally a current setting straight into the bay; which, although not strong, is

sufficient to drive any vessel on shore. It is subject also to almost constant heavy surfs, being completely exposed to the swell from the N. E. trade winds. During my residence, I have been for six weeks waiting to go out in my boat; and even when I did venture, it was at a great risk, as I seldom passed through the surf without being turned over. The winds commonly blow from E. N. E. to E. S. E.; but during the rainy season, we frequently had squalls from N. and N. W. I observed the wet weather to commence about the middle of February and it continued nearly without intermission to the time we finally left the island on the 23d May last.

“With respect to currents, I will only remark, that close to the shore they vary; for on the south side of the island, I have sometimes known it to set strong to the eastward. Approach within one mile, and there is usually I think little or none either way. There is always however more or less to the westward at 4 or 5 miles distance from shore; and also a strong easterly current setting down upon the east point of the land.

“On the western parts there are some scattering groups of cocoanut trees; the whole number of trees may be about 2000. On the west point, or rather on the point which forms the southern entrance to the lagoon, there is a grove of these trees having the names of several whale ships carved upon them. These ships must from time to time have sent their boats on shore to procure coconuts.

“I could not find any fresh water, though we dug in several places, and in one instance to the depth of 9 feet; but invariably came to salt water. Had we not succeeded in saving a quantity from the wreck, we must all have perished. For the first four months of our residence we had only two small showers; after that the rain fell in great abundance.”

INDIA.—The Protestant missionaries of Bengal, appealing to the missionary societies in Europe and America to send more missionaries to India, state that the Presidency of Bengal, with 45,160,000 inhabitants, has 103 missionaries; Agra, with 30,250,000, has 60 missionaries; Bombay, with 10,000,000, has 33 missionaries; Madras, with 27,280,000, has 182 missionaries; the Punjab, Scinde, and Nagpore, with 11,950,000, have 8 missionaries; while Hyderabad, Oude, and other states, with 42,136,000 inhabitants, have not a missionary: total population 166,776,000, with 386 missionaries. In the three chief presidency towns, Calcutta, Madras, and Bombay, there are 70 missionaries; while in many districts there is only one missionary for a million and a half. The northern and eastern districts of Bengal contain millions of people who never hear the gospel; and there are other states, with fifty millions more, equally destitute.

SINGULAR CIRCUMSTANCE.—Last Tuesday both wires of the House Telegraph Line to New York were broken at the same time, between this city and Providence, yet the line worked well, and their business was transmitted without interruption. The lower wire broke first, and one end crossed the upper wire. Shortly after the upper wire was broken, and the ends crossed the lower wire, thus making a good circuit, though both wires were broken. Such a combination seldom occurs, and is worthy of note as a curiosity in telegraphing.—*Boston Times*.

TRIBUTE TO AMERICAN SCIENCE.—At a recent meeting in the Academy of Science at Paris, a member, while analyzing some bottles of water brought from the Dead sea, declared that Commander Lynch's expedition had thrown more light on the climate and topography of that region than any other, although within twenty years many bold travelers have explored that singular lake.

Ports of the Sandwich Islands.—No. 3.

HONOLULU HARBOR, or *Fairhaven* as it was first called, is situated on the leeward side of the Island of Oahu, in latitude $21^{\circ} 18' 28''$ North and $157^{\circ} 48' 45''$ West longitude. It was discovered and surveyed in 1794 by Capt. Brown of the English ship *Butterworth*, a north-west trader, and was first entered by the schooner *Jackall*, tender to the *Butterworth*, on the 1st day of January, 1795. The year in which our harbor was first entered is among the most noted of its history. Capt. Brown the discoverer, together with Capt. Gardner of the *Prince Le Boo* were murdered by native pirates. The vessels were captured and taken out of the harbor round to Waikiki roads, which, till then, was the principal anchorage for vessels visiting Oahu, but were both retaken again by the seamen belonging to them. Kalanikapule, the King of Oahu, was one of the actors in this tragedy, and that too in the murder of his ally, who was principally instrumental in defeating Keao at Kalaauo, a filibustering chief from the Island of Kaitai, who was bent upon subduing Oahu to vassalage. Capt. Brown, on return from his war expedition, fired a salute in honor of the victory; a wad from one of his guns entered the cabin window of the American sloop *Lady Washington*, and killed Capt. Kendrick. His interment, under the English burial service, is noted as the first at the Islands accompanied with Christian rites. The ceremony was deemed by the natives then as a solemn sorcery. The grave was rifled the same night for the sake of the winding sheet. We give this piece of history as a notable starting point or "fixed monument," as the professionals say, in our survey of the harbor. It serves, too, in distinguishing rather vividly, the difference between the antagonism of civilization and savagery sixty-two years ago and the *polka* reunions of the races at the present day.

The HARBOR is a deep basin in the coral reef, through which the fresh water from the Nuuanu stream reaches the sea, capable of accommodating one hundred and eighty vessels in its present almost unimproved state. The depth of water varies from four to six and a half fathoms. The bottom is deep, stiff mud—the best of holding ground. Vessels at anchor in the harbor are perfectly secure at all seasons of the year. In the strongest southerly gales when the wind is directly in from the sea the harbor is well protected by the reef outside of it. About one-third of the basin or harbor proper, at the north end, is filled with mud—a deposit from the Nuuanu Valley stream. This can be converted at pleasure into a harbor for ships by dredging.

The CHANNEL, which includes the outer harbor, is about one mile in length, narrow and rather tortuous. Its sides are bold coral reefs and susceptible, when the wants of commerce demand it, of being converted into wharf fronts the entire length on both sides to the bar, making thereby a harbor of the present channel, which, under the mooring system, could be made to accommodate a number of vessels; little suspected by persons unacquainted with the real size of the basin and channel. The depth of water on the bar is twenty-one and a half feet at low tide, which rises and falls throughout our group about two feet. The bottom is sand and about one hundred yards in width, and can be deepened with small expense, under competent direction, so as to admit the largest vessels afloat. The shape of the harbor and channel is such as to offer as much wharf facilities as any harbor of its area in the world. The reefs on both sides are easy of improvement and with extent enough of themselves for a first class city.

There are five good wharves, at which vessels of 1500 tons can discharge or take in cargo. These wharves furnish about six hundred feet wharfage front. The government are now constructing new piers, and it is probable that, before the end of twelve months, one thousand feet of additional wharfage will be ready for use.

This port is so easy of access, that any sailing directions for it are almost superfluous. The trade wind blows over the islands about nine months of the year, from March to November; during the winter months the South and West winds prevail, and bring usually a great quantity of rain. These months are generally stormy, and during them it is unsafe to anchor in the roads. Most of the marine disasters occurring about the islands are in December, January and February. When the trade wind prevails vessels should approach the islands and run along to the northward of Hawaii, Maui and Molokai, distant from the land say fifteen or twenty miles, and passing through the channel between Molokai and

Oahu, which is about eighteen miles in width, run along the shore from Coco Head (the most eastern point of Oahu) to Diamond Head, keeping the shore two or three miles distant. The reefs extend only about half a mile from the shore between these headlands. Diamond Head is about four miles distant from the anchorage. Vessels wishing a pilot should hoist the usual pilot signal at the fore as soon as the town and shipping come in sight. Skillful pilots are always in readiness, and the port is provided with a steam tug, adapted to towing vessels in and out the harbor. Her service is generally needed when the trade wind is fresh. Vessels not wishing a pilot, can pass Diamond Head about one mile distant from the shore, and head for the entrance of the harbor. The anchorage is indicated by a white iron buoy in twelve fathoms, and ships not wishing to enter the harbor can anchor anywhere near the above buoy and outside the "spar buoy" at the entrance of the channel. The trade wind always blows off shore.

The site of Honolulu is good, rising gradually from the sea to an elevation of about twenty feet. The ground is volcanic soil, with a coral rock basis—the very best foundation for building. The surrounding scenery, as oft told, is made up of everlasting green mountains and valleys. The immediate vicinity is diversified with hill and plain, susceptible of much adornment, as running water is abundant and can be led to all parts. Much has already been done to beautify the environs of our town in the shape of cottages and trees, but it is only the beginning of what we shall see. The scenery of this island is picturesque, it is well watered, salubrious and fertile throughout, and its topography such that a railroad may be constructed around it at a moderate expense, and doubtless will be whenever it will pay.

Its productions are various, mostly tropical fruits, vegetables and poultry, to supply the residents and shipping in port. Grazing is carried on largely and at a profit, and is the chief business of this island in the agricultural line. Being the center of Hawaiian commerce, it draws its supplies mainly from the other islands for consumption and shipping to foreign ports. A large fleet of coasters of every description, from the nonpareil clipper schooner to the sand barge, are employed in this trade, leaving daily for and returning from the other islands. One or more steamers adapted to the trade, and running regularly and permanently between the islands, is yet a desideratum.

The town of Honolulu and shipping in port are abundantly supplied with good water, brought down in iron pipes from exhaustless sources near the mountains. 2000 barrels of domestic salt beef, about 3000 barrels of domestic flour, equal to any imported, as well as large quantities of firewood, potatoes, pumpkins, vegetables and fruits of all kinds are annually furnished at this port to merchant and whale ships. Native as well as foreign seamen can be obtained at this port at short notice for voyages to any part of the world; wages average about fifteen dollars per month for merchant service, and a hundred-and-fortieth lay for the whaling service.

The average value of imports at Honolulu for the last few years considerably exceed a million of dollars, coming from every quarter of the commercial world. This port seems to be a focus at which the commerce from every point of the compass in the Pacific concentrates. Its geographical position in relation to the old and new world tends unavoidably to make it such.

The population of Honolulu is somewhat fluctuating; during the fall and winter season it is as high as 10,000 or 12,000, caused by the influx of seamen and also natives from the other islands of the group. At other seasons of the year it may be as low as 7,000 to 8,000. There are four ship chandlery stores, about twenty importing houses, and from fifty to sixty retail stores, twelve hotels, nine or ten physicians, and five printing offices. There are six church edifices, some of them very substantial specimens of architecture, and capable of accommodating each from 300 to 3,000 persons. The schools are numerous, both for the native and foreign children, and it is generally thought, by those most capable of judging, that the advantages afforded in Honolulu for a thorough education are equal to those of New England, excepting only her universities and colleges.

Aside from these elements of material prosperity, there are gathered together in Honolulu many facilities for real intellectual and social enjoyments; also many other diversions, said to be enjoyments, which are not so intellectual. We have a college of physicians, an incorporated college for students, delight-

fully located at Punahou; our postal arrangements with the old world are complete and correspondence is carried on with all parts of the world regularly and without confusion.

There are three weekly and two monthly journals printed here in both the Hawaiian and English languages. They are conducted with more or less ability, with a high or low moral tone, according to the editorial caliber and the intellectual and moral wants of their respective supporters.

We avoid drawing comparisons between this harbor and any of the other harbors of the Hawaiian group. Commerce, with its true instincts, always alights upon the best and converts it into a metropolis. This harbor is an exemplification of the assertion not to be disputed by those interested in the prosperity of the kingdom, and we think it would be well for all to lend their good will to make it the center of that wide commerce for which it is so favorably situated and thereby benefit themselves in a wise way.

Before closing our remarks on the harbor of Honolulu, perhaps we ought to allude to its wants. A light-house ought to be erected forthwith at the entrance of the harbor. The necessities of our commerce demand this improvement. The fearful disasters and losses near and at the mouth of the harbor for the last few years, and all for the want of one, call loudly for such a safeguard. Aside from the losses which it would be the means of preventing, it would be the greatest accommodation to vessels in enabling them to come in and go out at all times, night or day. Thus saving "time, which is money," or will be as the "star of empire" approaches our meridian. We believe a proper light-house might be built by private parties, and that ships visiting this port would consent willingly to be taxed here as well as elsewhere, for this kind of insurance or safeguard and that the amount of tax so levied would be near; or quite sufficient to induce private parties to erect one without delay.

But a want much more felt is a *marine railway* for repairing ship. We are surprised that no attempt to construct a railway has ever been carried out here. The statistics which we publish to-day show the arrival of a large number of vessels, one-fifth of which come into this port for repairs. The present mode of repairing vessels is very expensive, while the repairing of the hull of large steamers at this port is almost impracticable at present. We are assured that the cost of a substantial railway for the present wants of our commerce will not exceed \$25,000. And it would be a fortune to any person or company who undertook it with practical knowledge of the subject. But the length to which we have run compels us to stop here. We shall however recur to the subject and furnish such figures to show the necessity of a railway.—*Pacific Commercial Advertiser*.

THE END OF A FUDDLING CLUB.—A celebrated drinking club, in the west of Scotland, which had formerly great influence at the local election, is broken up. Two of its members were sent to a lunatic asylum; one jumped from a window and killed himself; one walked or fell into the water at night and was drowned; one was found dead in a public-house; one died of *delirium tremens*; upwards of ten became bankrupt; four died ere they had lived half their days. One who was a bailie when connected with the club, is at present keeping a low public-house. Such are a few facts well known to those living in the locality.—*Liverpool Albion*.

SENSIBLE AND CONCLUSIVE.—A prominent Virginian having recently been challenged to fight a duel, gave the following among other reasons for declining: "Your life could not be the value of a pin's point to me, and I am sure I should derive no comfort from making your wife a widow, or your children fatherless; therefore I have no desire to take it: while my own life is not only of value to me, but indispensable to the happiness and support of my family, and I hope to make it useful to my country; therefore I am not disposed to place it at your disposal."

speaks of the "many years of inexplicable and strange suspense" about the absent husband and father. Many sailors are prone to neglect writing to those who feel the most tender solicitude for their welfare: hence the "terrible anxiety and suspense" endured by the parents, brothers, sisters, and wives of seamen; of those, I mean, who suffer months and years to pass without writing to their friends.

Mr. S. had united with one of the churches in Bridgeport; but after leaving, his life did not correspond to his profession. He was a wanderer, not only from his native land, but also from his Heavenly Father's house. And the wanderer often thought of duties neglected and of pledges violated; and these thoughts made him unhappy. But though devoid of the peace and joy found in his Father's house, he was not disposed to return from his wanderings; nor was it until about a year before his death that he began to think with a sorrowful, longing heart of his Father, against whom he had so grievously sinned. About that time, he saw in a dream a great company of the redeemed in robes of white, and he heard their songs; but he was separated from them, and he thought it was too late to join them. Thenceforward to the close of life he was more and more disposed to think on his latter end, and to make his peace with God.

As he looked back over his life, his heart was filled with regret and sorrow. He felt that he was the chief of sinners; and often did he exclaim, "O that I had done a little for the Savior!" But he could not live his life over again. He could only repent and cast himself upon the mercy of God in Christ. This he seemed to do. He said that he gave up all to Christ. The Savior was his Lord and his God. He had been reading *Baxter's Saints' Rest*, and he called it "a blessed book."

At another time, pressing his hand to his heart he said, "It is all sunshine here."

Thus he departed in calmness and peace.

There are many wanderers on the islands of the Pacific;—many who were professors of religion in the land of their birth; but who have left their religion, as well as friends. Let such think of the anxiety felt by relatives, and let them remove the suspense by hastening home, or at least, by writing.

Let them think also of their broken vows, and let them return to their Father's house and find forgiveness and peace.—Communicated by Rev. D. Dole.

On board whaleship *Florida*, Feb. 8, WM. MELDRUM, belonging to New York city. The vessel was cruising south lat. 15°, and west lon. 110°. Reported by Capt. Fish.

At United States Hospital, in Honolulu, Feb. 9, LOTIS REBOLERO, belonging to Peru, S. A., and discharged from bark *Catherine*. March 4, CHRISTIAN DEFFCH, a German, belonging to Philadelphia, and discharged from ship *Florida*. March 13, JOSEPH ARWEL, belonging to Connecticut, near New London, and discharged from ship *Janus*. March 26, GEORGE RUSSELL, belonging to New Bedford. The deceased has served on board several whaleships as an officer, of late years; he resided in California, and came to Honolulu about 6 months ago for the benefit of his health.

PORT OF LAHAINA, MAUI.

ARRIVALS.

- March 18—Bark Prudent, Hamilton, of Greenport, 14 months out, 800 bbls whale, 12,000 lbs bone.
 19—Ship Good Return, Wing, 70 sp.
 20—" C. W. Morgan, Fisher, 110 sp.
 24—Bark Sarah Sheaf, Loper, 400 wh.
 24—Ship John Coggeshall, Lambert, 50 sp, 150 wh, 1400 bone.
 24—Ship Gov. Troup, Milton, 250 sp.
 25—Olympia, Ryan.
 25—Cleone, Simmons, 140 sp.
 25—Japan, Diman, 600 wh, 4000 bone.
 Jan. 50—Am whale ship Brutus, Henry, Warren, clean.
 Feb. 15—Am whaleship Magnolia, Cox, New Bedford, clean.
 20—Am whaleship Lagoda, Willard, New Bedford, 7½ mos out, 55 bbls sperm.
 21—Am whale bark Jeannette, Pierce, New Bedford, 35 sperm and 1000 whale.
 23—Am whaleship Milton, Halsey, New Bedford, 5 mos out, 85 sperm.
 24—Minerva, Warner, New Bedford, clean.
 March 6—Ship Cambria, Pease, from Society Islands.
 Ship William Wirt, Osborne, 7 months from home 90 bbls whale.
 March 6—Cambria, Pease, 224 sp, 1600 wh, fm Line.
 7—Wm Wirt, Osborne, 90 whale.
 11—Bk Wolga, Crowell, 1000 wh, 13,000 bn, fm Marquesas.
 11—Corn. Howland, Luce, 275 sp, 1200 wh, 15,000 bn, fm Southward.
 13—Cowper, Dean.

The bk. *Bhering*, Morse, arrived off Honolulu on the 28th inst., from Boston, having had the short passage of 112 days. The *Bhering* was becalmed several days off the Horn, and spoke the American whaleships *Hector*, *Benj. Rush*, and *Missachusetts*; was 55 days from Boston to Cape Horn. After taking on board water and provisions, she sailed for the North Pacific.

DEPARTURES.

- March 12—Ship Cambria, Pease, Ochotsk.
 14—Bark Wolga, Crowell, Northwest.
 O Howland, Luce, Ochotsk.
 17—Wm Wirt, Osborne, Honolulu.
 Cowper, Deane, Ochotsk.
 17—Good Return, Wing, for Honolulu.
 March 2—Minerva, Warner, for Ochotsk.
 6—Lagoda, Willard, to cruise north.
 6—Milton, Halsey, do do.

ADVERTISEMENTS.

NOTICE TO WHALEMEN.

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Honolulu, March 26, 1857. tf

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BIBLES, BOOKS AND TRACTS, in the English, French, Portuguese, German, Welsh, Swedish and Spanish languages. These books are offered for sale, at cost prices, by the Hawaiian Bible and Tract Societies, but furnished

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Also, Office of *The Friend*, bound volumes for sale. Subscriptions received.

N. B.—Seamen belonging to vessels lying "off and on," will be supplied with books and papers, by calling at the Depository, from 12 to 3 o'clock P. M. S. C. DAMON, Seamen's Chaplain.

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AT THE SAILOR'S HOME IS OPEN, AND free to the public; and all seamen visiting this port, are especially invited to make it a place of resort, whether they board at the Home, or other boarding-houses in Honolulu, or are connected with the shipping. During the shipping season it will be lighted evenings.

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LOCKS of all kinds, Hinges, Screws, Tacks, Razors, Cut and Wrought Nails, Spikes, Brads, Files, Carpenters' Tools of all kinds, Pocket and Sheath-Knives, Marlinspikes, Caulking-Irons and Mallets, and numerous other articles, for sale at the lowest prices, by (tf) W. N. LADD.

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THE FRIEND.

New Series, Vol. 6, No. 4.

HONOLULU, APRIL 30, 1857.

{Old Series, Vol. 14.

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THE FRIEND.

HONOLULU, APRIL 30, 1857.

"Charlie Backus" and the Missionaries.

Everybody knows "Charlie Backus," the inimitable delineator of Shakesperean characters—Charlie went to California, and there was suddenly seized with a desire to "go west." A theatrical company was just embarking for the Sandwich Islands, who kindly "took Charlie in" as a sort of "supe" to the concern, but, the first night of the opening proved Charlie was the "star" of the troupe. He could so well imitate Forrest, Booth, and other eminent actors, that the American population of Honolulu filled the theatre to see this counterpart to their old favorites.

Among this class of "lovers of the drama" were the *Missionaries*, who flocked to the principal seats night after night at *three dollars a ticket*. Charlie felt honored and "spread himself." He drew tremendously and drew upon the Missionary Fund so largely, that he was enabled not only to return to California a "star" but returned to his country flush with funds. We saw him at the St. Nicholas in this city a few days since, and he assured us that the identical contributions collected in the several churches in aid of the "Sandwich Islands Mission" he had there and then in his pocket; and he could vouch that a portion at least of this pious fund had been properly appropriated.

The above paragraph we copy from the *Plain-Dealer*, published Feb. 4th, in Cleaveland, Ohio. "Everybody knows" that the Sandwich Islands Missionaries have been unjustly charged with much that is wrong—but this is really a new charge. If we supposed the editors publishing this charge really believed what they wrote, or supposed their readers would credit such ridiculous charges, then we would undertake their refutation. Although we shall make no attempt to refute the jocose assertions, still a passing remark may not be out of place:

1. The editors of that paper seem really to enjoy a thrust at the Sandwich Islands missionaries. We have not forgotten their re-

view of "Typee," and their publication of certain private letters written from Honolulu—neither have we forgotten how the officiousness of those editors in publishing said letters, involved their correspondent in a series of *partial denials*, which were anything but pleasant and agreeable.

2. The editors of the *Plain-Dealer* seem to be highly sensitive upon the subject of missionary funds, and the manner of their appropriation. We would suggest that those editors, and persons sympathizing with them send out a delegation for the purpose of inquiring into the matter. On their arrival in Honolulu we assure them that every facility shall be extended to them for prosecuting their inquiries. They shall have the result of our fifteen years observation. We will visit with them the native schools and churches, and furnish correct statistical information. For once, let us have a correct report!

3. In mentioning the many distinguished characteristics of Mr. "Charlie Backus," we think it should have been stated that, as an imitator of negroes he particularly excelled, if any reliance can be placed upon the placards about the streets. If ever Mr. Backus acquired a large amount of funds as an imitator of African minstrelsy, we think that he deserved the reward, for it must have been exceedingly unpleasant and disagreeable for a gentlemen of Mr. Backus' talents to have "corked" his face night after night, and appeared in the capacity of a negro, before either "a company of missionaries," or of gentlemen and ladies in any part of the world. How "a man that is a man," can stoop to *such mimicry* is quite unaccountable! We fondly hope we may yet hear that Mr. Backus, the inimitable imitator of Shakspeare, Forrest, Booth, and other eminent actors, has been led to devote his talents to the cause of Him, "who spake as never man spake," and who "went about doing good."

4. It seldom has been our fortune to meet any Cleaveland people in these ends of the earth, but strange as the coincidence may seem, it is no less true, that on the very same day that we took from the Post-office the newspaper containing the above extracts, a citizen of Cleaveland, lately an *attache* of the Circus, visited our study and desired a loan of money. Not being disinclined to assist a

stranger in friendless circumstances, we provided for him at the Sailors' Home, and by applying to the U. S. Consul, obtained for him a free passage to San Francisco *en route* to Cleaveland. We hope he will report himself to the editors of the *Plain-Dealer*.

5. We would suggest that the editors of the *Plain-Dealer* send a copy of their paper of Feb. 4th, to London, to the conductor of the *Westminster Review*, for the writer of a labored article in a late number of that *Review* denouncing the whole missionary enterprise, has based his arguments and built up his theory, quoting some authorities not a whit more trustworthy than the charge that the Sandwich Islands Missionaries *flocked to the theatre night after night at three dollars a ticket*.

6. We thank the editors of the *Plain-Dealer* for their *plain-dealing* with missionaries, upon the supposition of their attending the theatre, and the very same censure will apply with equal force to all professing Christians here and elsewhere. It is no place for those who profess to have renounced the world. We know very well that some serious-minded people think it no harm to attend for once, or when some favorite star, like "Charlie Backus," makes his appearance; but taking the opinion of the editors of the *Plain-Dealer* as the view of the world upon this subject, it is quite manifest that the *church-member* ought never to venture within the precincts of the theatre.

"The theatre was, from the very first,
The favorite haunt of evil, though honest men,
Some very honest, wise and worthy men,
Maintained it might be turned to good account;
And so perhaps it might, but never was.
From first to last it was an evil place;
And now such things were acted there, as made
The devils blush; and from the neighborhood,
Angels and holy men, trembling, retired."

The natives of the Sandwich Islands have applied a name to the theatre which corresponds to the view entertained of the same by the English poet, whose lines we have just quoted. They have denominated the theatre "*Hale Diabolo*,"—house of the devil!

But we are writing quite too long a chapter upon these rather playful remarks of the editors of the *Plain-Dealer* relating to his friend "Charlie Backus," but the truth is, *we, editors, have no more right to tell the million what is not true, than we have to tell an untruth to Mr. John Smith.*

AN INCIDENT.

During the last few years it has been our privilege to have become acquainted with, at least, three persons who were once connected with the theatre who have afforded most credible evidence of having met with that change of mind spoken of by our Saviour in the third chapter of the Gospel of John. Some ten years ago, a young man connected with one of the theatres in Philadelphia, becoming dissatisfied and uneasy, sought repose for his troubled mind in the life of a sailor. He was an Englishman by birth, and had received in early life a good education. Our acquaintance commenced when he sought for books to beguile the weary hours of a life at sea. He visited Honolulu several times, and we had frequent opportunities of seeing and conversing with him. On his return in autumn of 1847, (if we are not mistaken) to our great surprise, we learned that an entire change had taken place in all his views upon religious subjects. Among the books which had fallen into his hands was one entitled *Baxter's Call to the Unconverted*. The reading of that admirable little book had effectually aroused his attention to seek for the pearl of great price. Being a person whose thoughts would frequently assume a poetical form, he wrote a few lines entitled,

"Farewell to the north-west coast."

for it was off that coast that the ship in which he sailed had been cruising. From this effusion we copy the following lines:

Farewell thou cold land, with thy mountains of snow,
Far, far from thy beauties for ever I go,
No more shall my vision at sun-rise behold
Thy snow-capt hills glisten like mountains of gold.
No more shall I ride o'er thy billowy breast,
Where the fierce howling storm oft rock'd me to rest;
Full well-pleased I leave thee and bid thee farewell,
And hasten far hence in the tropics to dwell—
Yet I'll never forget thee, though glad I depart,
Far dearest of earth's spot art thou to my heart.
'Twas here, while the storm rush'd fierce through the skies,
Jehovah first opened my slumbering eyes,
Even while its fierce power human aid could not check,
But bulwarks and boats were reduced to a wreck,
Still to snatch a lost sheep from a watery grave,
His omnipotent arm was stretch'd forth o'er the wave.
'Twas here I first learnt that Jehovah was love—
That Christ to save me left his glories above;
'Twas here I first learnt my Saviour to know,
And to love Him and serve Him while dwelling below.
These great boundless blessings endear thee to me
And love in my heart shall dwell ever for thee.

Such were his musings as he gazed upon the cold and bleak regions of the north-west coast. These lines indicate how the renewed heart is inclined to associate thoughts of God, with even the most chilling and forbidding scenes of nature. To such a person, in the beautiful language of Cowper:

"Nature throwing wide
Her veil opaque, discloses with a smile
The Author of her beauties, who, retired,
Behind His own creation, works unseen
By the impure, and hears his power denied."

After returning from this cruise he tarried for a few days in Honolulu, and then pursued his way to the United States, where we heard from him, with the title of "Colporteur of the American Tract Society" attached to his name. For several years he has been lost to our knowledge, but we cannot but

cherish the pleasing thought that, if still alive, he may be traveling the "path of the just which shineth more and more unto the perfect day."

Before parting, in 1847 or '48, he gave us another poetical scrap, containing the following sentiment, which might appropriately be addressed to a minister of the Gospel, who was inclined to ask "who hath believed our report?"

"Faint not, but speak to sinners hardened—
Tell them of atoning blood—
Show them how they may be pardoned,
Through the glorious Lamb of God.

"Unfurl the glorious Gospel banner—
Wide the bleeding cross display;
Live then in a faithful manner—
Point to Heaven, and lead the way."

Another Incident; or, Conversion of Thorpe, the Actor.

BY REV. G. B. C. CHEEVER.

We copy the following paragraphs from a new work of Cheever, entitled *Lectures on the Life, Genius and Insanity of Cowper*. The period in English history, to which these passages refer, is about the year 1762. We are confident the following narrative respecting the conversion of a stage-actor will be read with interest. The instances are not rare, wherein persons who have commenced their career upon the stage have ended it in the pulpit:

"The characteristics of this era of the Holy Spirit's power in England can not be better conveyed than by the relation of some of the extraordinary cases of conversion through the preaching of Whitefield, Romaine, Wesley and others. One of the most singular was that of Mr. Thorpe, who afterward became an effective minister of that Gospel which at first he ridiculed. He was one of Whitefield's most insulting opposers, and possessing an unusual talent for mimicry, he not only interrupted his sermons in public, but ridiculed them in private in convivial theatrical circles. On one occasion, at such a gathering for pleasure, revelry, and wit, he and three of his companions laid a wager for the most effective imitation and ridicule of Whitefield's preaching. Each was to open the Bible at random and preach an extempore harangue from the first verse that presented itself, and the audience were to adjudge the prize after hearing all. Thorpe's three competitors each went through the game with impious buffoonery, and then it came his turn. They had the table for their rostrum, and as he stepped upon it, confident of his superior ability, Thorpe exclaimed, "I shall beat you all." They handed him the Bible, and when he opened it, the invisible providence of God directed his eye at the first glance to the verse in the thirteenth chapter of Luke's Gospel, "Except ye repent ye shall all likewise perish." He read the words, but the moment he had uttered them he began to see and feel their full import. The sword of the spirit in that passage went through his soul as a flash of lightning, revealing and consuming. An instantaneous conviction of his own guilt as a sinner against God seized hold on him, and

conscience was aroused, as it sometimes is, suddenly and unexpectedly, and always will be when God sets our sins before us in the light of His countenance. The retribution in that passage he felt was for himself, and its terrors, glared upon him in array against his own soul, and out of that rapid and overwhelming conviction he preached.

The truths of guilt, death, eternity, and the judgment to come, were never proclaimed in gloomier aspect, for there was no mixture of grace with them. Yet he frequently afterward declared that if ever in his life he preached by the assistance of the Spirit of God, it was at that time. The whole subject was revealed before him, the necessity of repentance, the threatened perdition of the soul, the terrors of the second death; and he preached to his companions, guilty, reprobate, and dying, as himself reprobate and dying. His fervor and fire increased as he went on, and the sympathetic gloom of his audience deepened the convictions on his own soul, and the sentences fell from his lips with such intense and burning imagery, and such point, pungency, and power of language, that, as he afterward related, it seemed to him as if his own hair would stand erect with terror at their awfulness. It was as a blast from the lake burning with fire and brimstone. Yet no man interrupted him, for he felt and saw, from the solemnity of his manner, what an overwhelming impression there was upon him, and, though their astonishment deepened into angry and awful gloom beneath the lurid glare of his address, yet they sat spell-bound, listening and gazing at him, and when he descended from the table a profound silence reigned in the whole circle, and not one word concerning the wager was uttered. Thorpe instantly withdrew from the company without uttering a word, and, it is needless to say, never returned to that society; but, after a season of the deepest distress and conflict, passed into the full light of the Gospel, and at length became a most successful preacher of its grace."

STILL ANOTHER INCIDENT.

BY ENOLA.

"Night had thrown her dark mantle over earth and sea. The heart of the great city was stilled and scarcely a pulsation beat.—The brilliantly lighted halls were now enshrouded in gloom, and the sound of revelry and mirth had ceased. All seemed wrapt in silent slumber save ONE—the eye that slumbereth not."

The night wore on. The grey dawn in the east began to fade the bright stars from night's quiet sky, and the purple tints of morning tinged the horizon gloriously.

One, who had attracted a multitude of worshippers at the shrine of youth, genius and beauty, left her couch that the morn's pure air and gentle influences might fan her fevered brow and chase disquietude and sadness away. She left the crowded city walk for a more retired point, and passed on till suddenly a sound fell upon her ear; a cottage door was partly open—'twas the hour for morning prayer. An aged sire was reading a portion from the "old fashioned bible," and then began the hymn of praise—the first words of which that fell upon her ear were these—

"Depth of mercy can there be,
Mercy still reserved for me?
Can my God His wrath forbear,
Me, the chief of sinners spare?"

She listened. Was it the simple strain of music that held the soul spell-bound? or was it the mere words that fell from their sacred lips? She could not tell. The strain went on—

"I have long withstood his grace,
Long provoked him to his face,
Would not hearken to his calls,
Grieved him by a thousand falls."

The voice of prayer succeeded praise.—Each sentence seemed a pointed arrow, as if aimed at a heart already pierced.

With slowly retreating steps she turned to seek her home. The busy hum of city life now fell upon her ear but seemed unheard.

Amid the great splendor of her beautiful home she sought to forget the soul struggle within.

An hour passed.

The stage managers of the city of B—, desired her presence below. With throbbing heart she obeyed the summons.

She must appear that evening by special request, in a favorite character. In vain she pleaded,

"Spare me the effort."

"It is impossible, the appointment is now made; no refusal will be accepted."

Silence and tears gave an answer.

The evening came. The building was brilliantly illuminated; beauty and gaiety crowded its walls.

The rotary of pleasure was there; expectation ran high. The programme announced, "The beautiful and gifted child of genius, Miss C—, as *Pauline* in the *Lady of Lyons*, at half past 7 o'clock."

The curtain arose—Song—

"The harp that once through Tara's halls," by Miss C—.

She appeared beautiful as a dream; gems and roses encircled her fair brow and clustering ringlets fell luxuriously over her fine graceful shoulders. Her form was one of exquisite loveliness; yet there she stood transfixed as some marble statue. The musician touched his instrument—no response! Again the sound—her lips moved not, for paleness had mantled her cheek. The third time the note fell upon her ear, and starting as from a dream, she crossed her arms passionately and with upward gaze, while tear drops gushed wildly, exclaimed,

"Depth of mercy can there be,
Mercy still reserved for me?"

The curtain fell?

The audience were awed to deathlike silence; tearfulness and trembling seized them; they dispersed. She hastened to her home, and there, before that God who hath declared that "unto him who is of a broken heart and contrite spirit will I look;" she sought pardon and peace in his blood.

The midnight hour came and went but still the prayer was heard,

"Depth of mercy can there be,
Mercy still reserved for me?"

The morning dawned and with it the sun of righteousness arose with healing in his wings. Joy lighted up that sad face, and love divine filled to overflowing that heart that could now continue the strain—

"There for me the Saviour stands,
Shows his wounds and spreads his hands,
God is love—I know—I feel,
Jesus weeps and loves me still."

There, kneeling, she vowed solemnly to dedicate to God the talents committed to her keeping, without reserve; wealth, genius and influence, all were laid on the altar of consecration.

The world allured and scoffed! She chose rather the reproach of Christ.

One, who was already commissioned to plant the standard of the Cross of Calvary in a foreign land, admired her Christian heroism, and sought to gain her love. He was not unsuccessful. With a holy enthusiasm her heart took fire at the thought of devoting a life to the service of Him "who, though he was rich, for our sakes became poor."

She left joyfully her native land to endure the privations and sufferings of the life of a missionary, and now labors with one worthy of her love—to plant the "Rose of Sharon" in distant climes, and lead the simple and ignorant to that "Depth of Mercy" that saved one who, but for its hallowed influence, would have been shipwrecked in time and lost in eternity.—*American paper.*

A Man-of-War as a Field of Ministerial Labor.

[From Brazil and La Plata, by Rev. S. C. Stewart, U. S. Navy.]

* * * You must not infer, either from the feelings expressed at the beginning of this date, or from the dietetic disclosure into which I have been incidentally betrayed, that I am otherwise than content and happy; as much so as I well can be in this world of imperfection and sin. This is attributable, however, chiefly if not solely, to the conviction in mind and heart that I am at the post of duty—

"The shepherd of a wandering flock,
That has the ocean for its world—
That has the vessel for its fold;"

and am, as I trust, in a spirit cheerfully and faithfully to meet its responsibilities. Whether to any high result or visible effect, it is not in the power of man to say. The sufficiency for this is of God alone. I am thankful that I feel no discouragement in the use of the means for moral reformation and spiritual grace in those around me. Nothing but personal experience could persuade one of the almost insurmountable obstacles that exist, on board a man-of-war, to the conversion of any of the crew, and to a life of godliness in one of their number, or make him credit, without close observation, the number and the power of

"The secret currents that here flow
With such resistless under-tow,
And lift and drift with terrible force
The will from its moorings and its course."

Nothing less than a miracle, humanly speaking, could achieve such a result; but, as the conversion of any soul, and a life of godliness in any heart, anywhere, are miracles of grace, I do not allow myself to despair of such results, ultimately, through the word and Spirit of God, whether I ever know them or not. So firmly is hand joined in hand among the crew, against everything savoring of a profession of, or pretension to personal religion, that it would require no ordinary degree of moral courage in any one—whatever might be his secret convictions, feelings or purposes—to disclose or

avow it. Many cheerfully give countenance, both by their words and conduct, to good morals in others; but all seem, tacitly at least, to say "thus far only shalt thou go." Though it is by no means unusual to see one and another in different parts of the ship reading a Bible or a Testament, either alone or aloud to others, though tracts, religious papers and books are eagerly accepted and seriously read, still, to get the name of a "Bible-man," by joining a class for reading under the chaplain, or of a psalm-singing or praying man, from being known to practise such devotion, is as much dreaded as would be a scurrilous reproach. From this feeling it is that I have thus far attempted in vain to establish Bible-classes, or secure a meeting for moral and religious instruction, beyond the public worship of the Sabbath and our daily evening prayer; and from the same fear of man is it that one or two spiritually minded members of a church, whom I have discovered among the ship's company, are unwilling to have their true character and profession known.

The purpose of those chief in authority, to abandon, as far as practicable, in the discipline of the ship, the iron rule, and, in place of the "cat" and the "colt," the kick and the curse, to substitute a treatment less degrading to man and more befitting him as a moral agent and an intelligent being, has been carried out. Thus far the experiment has been successful, and we have a cheerful, obedient, active and efficient crew. We are also demonstrating the fact, by experience, that the crew can be content and happy without having served to them the ration of grog furnished by Government. Knowing that two-thirds of all the evil and misery to which sailors, as a class, are subject, both at sea and on shore, arises from the use of strong drink, I, early after the commencement of our cruise, made efforts, by private argument as well as by public addresses, to demonstrate the magnitude of the evils arising from intemperance, and to persuade all to follow the example of those who had stopped drawing rum. In securing so desirable an object, I have had the warm support of those in authority whose influence would be likely to have most effect. Commodore McKeever and Captain McIntosh have both given me their aid, and the former has twice publicly addressed the ship's company on the subject. The consequence is, we shall enter port without the name of an individual on the grog list, with the universal admission that the ship's company, to say the least, are as content and happy without the rum as they were with it, and certainly more quiet and orderly.

In the course of my canvass on the subject, I had not only many interesting, but many amusing conversations and arguments with various individuals. Before yielding, there was a great struggle in the minds of some half a dozen old toppers—old men-of-war's-men, perfect sea-dogs, who, for half a century, have drank their grog as regularly as the roll of the drum announcing its readiness was heard, and felt that they could not live without it. I really pitied some of these old fellows, in the mental struggle they suffered between conscience and a desire to follow the advice of those they honor, and the continued craving of an appetite strengthened

by the habit of a whole life. I fell in with two of these one day, immediately after one of the addresses of the Commodore. They were looking most doleful, as a true sailor seldom does look, except in some great moral extremity. Suspecting the cause, I opened a conversation in which one of them met my persuasions by saying, with a most appealing look,

"Why, Mr. S—, I haven't been without my grog every day for fifty years. Why, sir, I should die without it. I was brought up on it; my father kept a public house, and I sucked the tumblers, sir, from the time I was a baby!"

But the old man soon joined the rest of his shipmates in the resolution to banish the grog tub. He has now gone a long time without his rum, and, in place of dying from the want of it, as he said he should, came up to me yesterday, looking hale and hearty, and, with a bright smile and speaking eye, said,

"Mr. S—, I wouldn't have believed it, but it's true. I don't miss my grog at all. You told me I would live through it, if I did knock it off; and so I have, and I feel ten times better without it than I ever did with it!"

THE MORNING STAR GATHERING.

Believing that many of our readers will be interested in a full report of the proceedings connected with the presentation of a Banner to the *Morning Star*, by the ladies and children of Honolulu, we publish the addresses delivered upon the occasion. A very large assemblage, numbering two or three thousand, gathered, at four o'clock, P. M., April 29th, on Market Wharf and in the streets adjacent. The *Morning Star* was moored to the wharf, and so situated as to be in full view of the crowd. *Her Majesty*, the *Queen*, occupied a conspicuous position upon the stairs of the market. She was attended by Prince Lot, Mr. Wyllie and Dr. Rooke. We regret the absence of His Majesty from the Islands, for we are confident; had he been in town, he would have honored the occasion by his presence.

The exercises on the occasion took place agreeably to the programme, found in another portion of our columns. Immediately after the Banner was presented, and before Capt. Moore had finished his reply, the numerous audience gave cheer upon cheer, as the signal was seen floating from the mast-head. Foreigners and natives, old and young, all joined in the "hurrah!" We do not say the ladies joined, but we should be far from asserting that they did not!

The Banner is about twenty feet long and twelve feet wide. The star is directly under the center of the word "morning." The dove is placed in the lower corner on the right hand. The ground work is of white bunting, and the emblems of sky-blue.

All the Sabbath Schools of the city were numerously represented, and they marched

in procession to the spot, where seats were provided. The singing was excellent. By no means to disparage the singing of the foreign schools, but that of the native children was particularly good.

Our limits will not allow us to go more fully into a description of the joyful scene witnessed on the occasion. It was just one of those gatherings the remembrance of which will be peculiarly pleasant to those who were present, and especially to the numerous assemblage of children and youth. The good lady, Mrs. A. Ladd, who was the chief agent in getting up this "testimonial," may rest assured that her persevering efforts have been crowned with the appreciating sanction of thousands in this community, and that a report thereof will elsewhere not be without its good effect.

Address by Rev. R. Armstrong.

CAPTAIN MOORE:—I feel honored on being called upon, on this occasion, to present you, for the *Morning Star*, this banner, on behalf of a number of the good ladies of Honolulu, prominent among whom stands one, venerable for age and untiring in her devotion to the cause of our divine Master among the heathen. These ladies take this method of expressing the interest they feel in the new and beautiful vessel under your charge, and their approbation of the conduct of thousands of beloved children in this land and in the United States, who have purchased her, paid for her, and fitted her out for this most noble of all services. It is not the costliness of the gift, nor its elegance that constitutes its value, but the sentiment it conveys by its silent and significant emblems.

Wherever it may wave at your masthead, let it proclaim to all that this beautiful craft plows the main, not for commerce, not for conquest, not for discovery, but for the extension of the *light and love*, peace and good will to all the Polynesian families. And should any dark-minded Islander ever inquire of you, "What mean these hieroglyphics, what means that central star and that flying dove?" you can tell them the one means light and the other love, shed abroad in the hearts of men through the Son and the Spirit of God, and thus men are saved. "Light and Love" is our motto. These are what the benighted races of Polynesia need, and what the *Morning Star* is intended to carry to them. The hands that wrought this beautiful banner were moved by hearts that feel only love and good will for all for whose welfare this vessel sails the ocean; and, need I add, that the same sentiments pervade the hearts of this entire mass of dear children here present to-day, whether of the native race, the white or the mixed, who are here as part owners of the vessel, and whose fixed attention shows how deeply they are interested. Their young and tender hearts also glow to-day with kindly feeling towards our common brotherhood of the Polynesian races. Accept, then, sir, this banner, from the ladies of Honolulu, and wherever the winds and the waves, in the Providence of God, may carry you, let it proclaim "peace on earth and good will towards men." May the day star from on high soon arise on

every dark spot in this ocean, and may the spirit of peace and life rest down upon every tribe and every heart.

Capt. Moore's Reply.

RESPECTED FRIENDS:—I accept, with much pleasure, through your beloved representative, this expression of kindly feeling toward myself and our friends at home, on the part of the ladies of Honolulu. So long as this vessel shall remain in my charge, it shall be my strenuous endeavor to make her a messenger of light and love, not only in Micronesia, but in every island of Polynesia that she may visit.

The presentation of this beautiful flag is accepted with a deep sense of your kindness and devotion to the Missionary cause. The *Morning Star* has at length arisen upon your longing vision, and you gladly hail its appearing, as a medium by which there may be a more extended application of your gushing sympathies. Behold what God has wrought for us. He has given us the Word of Life, the ability to study that Word, and the sweet reconciliations which follow a conformity to its divine teachings. But "who can number His benefits?" Behold a swift-winged messenger is despatched, bearing an emblem. What is that emblem? See it there, floating in the blue of heaven—"peace and good will!" The olive leaf has appeared above the dark, heaving waters, and the prisoners of hope are stretching forth their hands in joyful recognition of this token of emancipation. It is well. We join with you in thanks to our God, and hope the Islands of the Sea will soon join with us in ascribing all praise, and honor, and blessing to Him who has wrought this great salvation, and under whose wings we have come to trust. Let your blessings follow us as we go hence, and, as your eyes follow the receding form of the *Morning Star* till it sinks behind the wave, may its beams shoot up in bright coruscations, evidencing a more glorious appearing, till time shall be no more.

Substance of Hon. John II's Remarks.

CHILDREN AND GOOD PEOPLE:—The *Morning Star* has at last arrived; she lies in her beauty and fitness for her work. She is not like other vessels. They sail the ocean for different objects; some to trade, some to fight, some to seek new countries. Not so the *Morning Star*. You and the children in America have purchased her and fitted her out to carry the Gospel of Jesus Christ to nations in this ocean, who are yet as dark, and degraded, and wretched as we once were. That is the work of this vessel, and if any persons on earth ought to engage heartily in this work, it is me—it is you, children. How do we come to see such a spectacle here to-day? Where were we once? Ah! we saw nothing like this in the days of our heathenism. Now, we not only have the Gospel of Jesus, but we have to spare! We can afford to send it to other lands yet in darkness. Our men and our women are going off to communicate to others the blessings we have received. Let us not, then, tire in this work; let us rather increase, more and more. We have received much, let us do much. And, you, children, will soon be men and women, and I hope some of you may by-and-by go forth to the

south or west, and labor for Christ among the heathen. If so, happy shall you be; happy shall we all be to see it. The time may come when some of you, moved by compassion for the heathen, may sail in this same *Morning Star*, to carry the Gospel to some heathen land. If so, blessed shall we be, and blessed shall be our children.

Address, by Rev. S. C. Damon.

LADIES, GENTLEMEN AND CHILDREN,—As I glance my eyes over this immense concourse I regret that I consented to speak on this occasion. If the audience, however, will indulge me for a brief moment, I will add but a few words to the apt and appropriate remarks which have already been uttered; short speeches have been the order of the day, and mine shall not prove the exception.

We are a company of favored spectators to-day. We are privileged to behold a vessel, the sight of which was denied to the good people of New York city, though many of them desired it! Probably, one hundred thousand children in the United States have contributed to fit her out. How few of those many thousands ever saw, or ever will see the beautiful craft we are now gazing upon, with her ensign hoisted, signals set, and streamers flying. There she rests upon the bosom of our quiet harbor, like the wearied sea-fowl with folded wings, after a long flight. But is she weary? No! like the youthful sailor, buoyant, hopeful and adventurous, she is ready for another trip, though not a week in port.

That little vessel, my friends, is one of the golden links in that chain of Christian love, binding us, isolated in our position, to the good of other lands, and the unevangelized islands of Polynesia; but in a special manner uniting our children with the children of America. Hawaii and America are more closely joined than ever before. The rising generation of both nations have joined hands and cast their "dimes" into the same treasury. They are stockholders in the same enterprise. It is a good omen for the future.

Some years ago, the children of mission-loving old England, contributed their pennies to build and fit out the *John Williams* and the *John Wesley* for cruising among "the isles of the South." I rejoice that American and Hawaiian children have followed their praiseworthy example, causing a *Morning Star* to arise upon the islands of the North Pacific. Long may this *Star* remain above the horizon! Long may its bright beams, glancing abroad, gladden our mission stations in distant Micronesia and Marquesas! Long may its mild rays be reflected in the smooth waters of the Pacific! I doubt not all gathered on this deeply interesting and joyful occasion, will unite in breathing forth the earnest wish expressed in the beautiful language of the gifted Cowper:

"Heaven speed the canvas, gallantly unfurled
To furnish and accommodate a world;
Soft airs and gentle heavings of the wave
Impel the ship, whose errand is to save,
To succour wasted regions, and replace
The smile of joy and hope, in sorrow's face.
Let nothing adverse, nothing unforeseen,
Impede the bark that ploughs the deep serene;
Charged with a freight transcending in its worth,
The gems of India, Nature's rarest birth,
That flies like Gabriel on the Lord's commands,
A herald of God's love, to pagan lands."

Address of Rev. H. Bingham, Jr.

Just as the exercises were about to close,

a call was made, in the crowd, for Mr. Bingham to address the audience. As he hesitated a moment, the call was repeated: "Binama! Binama!" "Bingham! Bingham!" Thus unexpectedly called out, he delivered the following address:

It gives me pleasure to stand here before you, upon this, my native soil. It gives me pleasure to stand here before my countrymen, and especially under circumstances like the present. I have always been proud to have been a Hawaiian, but never more so than I am to-day, when I behold such expressions of interest in the Missionary Ship. It has been a pleasure to me to have been the first Missionary to sail in her from the United States, and I have been much gratified to have met the first Hawaiian Missionary whom the *Morning Star* shall bear from these shores to other Islands of Polynesia, and this day I have been much gratified to look upon him, as he stood before his countrymen, to receive from his pastor his final charge.

But while we have thus met, under circumstances of so great interest, I desire to urge upon you that you guard against allowing this interest to die away in outward expression. We may stand in danger of being influenced too much by the impulse of the moment. Interest in the cause of Christ, to be accepted, must be constant. If such interests be cherished among God's people, then it matters not whether we, individually, live or die; it matters not whether the *Morning Star* be soon wrecked upon the reefs of Micronesia. The Kingdom of Christ will still advance. So far from God's people being discouraged, the means for another vessel would be forthcoming.

But, let us trust that this little ship, which so gracefully floats before us, may long be spared to plow the majestic Pacific, on its errands of mercy to the benighted of Polynesia; and, when I shall have gone forth to islands far distant in the west, may she bring me glad tidings that on these shores Christ's Kingdom is still advancing, his cause still loved, and the prayers of his children still offered for our success, their faith still strong.

I would it were in my power to address in their own tongue, these thousands before me. Then would I call to mind what God hath wrought among them. To them the light of the Gospel has been brought, and as they have received freely, let them give freely—"Freely ye have received, freely give." Go forth then with the news of salvation—you cannot all go. Give then freely of your sympathies, your prayers, your means. Live for Christ. This vast assembly will meet again—no more on earth—but at the judgment seat of Christ we shall all appear, both old and young, both great and small. So let us live that me may meet, with joy, our Blessed Master.

Order of Exercises.

- 1.—Invocation, - - - Rev. J. D. Strong.
- 2.—Singing,

"The Morning Star."

Star of the morn, whose placid ray
Beam'd mildly o'er yon sacred hill,
While whisp'ring zephyrs seemed to say,
As silence slept and earth was still,
Hail, harbinger of gospel light!
Dispel the shades of Nature's night!

I saw thee rise on Salem's towers,
I saw thee shine on gospel lands,
And Gabriel summon'd all his powers,
And waked to extacy his bands;
Sweet cherubs hail'd thy rising ray
And sang the dawn of gospel day.

Shine, lovely star! on every clime,
For bright thy peerless beauties be;
Gild with thy beams the wing of Time
And shed thy rays from sea to sea;
Then shall the world from darkness rise,
Millennial glories cheer our eyes! E. B.

- 3.—Reading of Scriptures, (Isaiah XLV, 5-25;
- - - - - XLIX, 1-12), - - - Rev. W. S. Turner.
- 4.—Prayer, (in Hawaiian) - - - Rev. L. Smith.
- 5.—Presentation, - - - Rev. E. Armstrong.
- 6.—Reply, - - - Capt. Moore.
- 7.—Singing,

The Missionary Packet.

BY MRS. M. D. STRONG.

We hail thy white sails gleaming
On this far distant strand,
Thou "Star," whose welcome beaming
Shall lighten many a land;
We hail thee, gladly sharing
In this blest work of love,
Our banner'd offering bearing,
The star and peaceful dove.

Go, bear our youthful brother
The Savior's love to tell,
Where many a heathen mother
And dark-souled father dwell;
Go, cheer our loved ones, toiling
Neath Micronesian skies,
And where, from blue waves rolling,
Marquesan shores arise;

Till, 'mid the sunny highlands
And o'er the valleys green
Of all our tropic islands,
The dawn of light is seen;
And news of grace surprising—
Glad tidings from afar
Attend the glorious rising
Of this our "Morning Star."

The white waves curl before thee—
God shield thee on the deep!
Their tireless vigils o'er thee
May hov'ring angels keep!
Our blended prayers ascending
Thine ocean path shall mark.
To God each day commending
Our consecrated bark.

- 8.—Address, (in Hawaiian) - - - Hon. John H.
- 9.—Singing, (in Hawaiian)

Translation of Native Hymn.

The *Morning Star*,
The beautiful,
The truly splendid star,
A light to shine on every land
To banish sin and woe from man.

Our Jesus is,
The *Morning Star*,
The star of early dawn.

The banner star,
The flying dove,
O let them fly aloft,
O let them fly from land to land,
And call to men of every name,
To turn and live,
Together live,
Through Christ the *Morning Star*.

Then sail away,
The star of day,
The schooner *Morning Star*,
Proclaim the love of all our hearts,
To Islanders in Nature's night,
Our cordial love,
Unchanging love,
In our Redeeming God.

Then take hencefar,
The *Morning Star*,
Our messengers of peace,
To all the groups that have no light,
To all the tribes in sin and night,
Let star and dove,
Show peace and love
To men of every name.

- 10.—Address, (in English) - - - Rev. S. C. Damon.
- 11.—Doxology, "From all that dwell," &c. - - - Rev. E. W. Clark.
- 12.—Benediction,

[For the Friend.]

Did Captain Cook allow himself to be worshipped?

It has been handed down as a tradition by native Hawaiians, and embodied in the works of various authors, that the great navigator, Cook, upon his visit to Hawaii, received and accepted the worship of the Islanders.

There is little room for doubt that he was mistaken for the god Lono, returned from his long pilgrimage, and that the priests offered him sacrifices, and the common people by their humiliating prostrations, wherever he appeared, indicated their reverence for him as a deity. Cook did not prevent this worship of his person, nor undeceive the natives in their impressions, and has, in consequence, been denounced by Dibble, Bingham, Jarvis, and Cheever for his arrogance in assuming to be a god.

Those who have carefully studied the character of Capt. Cook will view with distrust the statements made by the authors, or the conclusions at which they arrive.

Frank and manly in his bearing, kindly in his disposition, punctilious in his duties, and noted for his humanity in his intercourse with savage tribes, he would not *understandingly* accept of worship or assume authority to which he knew he was not entitled.

Is it not reasonable to infer that the Divine honors shown him by the natives he looked upon as marks of hospitality to a visitor vastly their superior in knowledge and power, and of a race so different from their own?

Undoubtedly the most correct and voluminous account of the great navigator is to be found in the "Life of Captain James Cook, by Andrew Knipps, D.D.F.R.S.," &c., published in London in 1788. On page 450 of this work the following statement is made, which offers the only intimation that can be found to favor the views of the authors referred to above. "Soon after the *Resolution* had gotten into her station, Parcena and Kaneena brought on board a third chief, named Koah, who was represented as being a priest, and as having in his early youth been a distinguished warrior. In the evening Capt. Cook, attended by Mr. Bayley and Mr. King, accompanied Koah on shore. Upon this occasion, the Captain was received with very peculiar and extraordinary ceremonies; with ceremonies that indicated the highest respect on the part of the natives, and which, indeed, seemed to fall *but little short of adoration.*"

On pages 452 and 453 we are informed that "Orono was a *title of high honor* which had been conferred on Captain Cook," and that the contributions brought in by the people under the directions of the King as *a present*, were really astonishing.

We know the habit of the earlier discoverers in Polynesia to place a prefix to many

proper names, and there can be no doubt that the "Orono" in Kipps is the Lono of the natives.

Lono with the latter, was a god—with Cook, it was but a "title of high honor."

Does not this furnish the key to unlock the whole mystery in which this subject has been involved? It is a real pleasure to be able to rescue the name of so illustrious a man from the turpitude of a crime revolting to every religious feeling of our nature, and while receiving the evidence of the natives, or to their views of Cook at the time, we are equally bound to acknowledge the evidence both negative and positive presented to us that the navigator did not imagine that worship was intended by their acts, and certainly that he did not attempt to impose the absurdity upon their minds that he was even in the heathen sense a god.

The correction of this error in history through your paper is peculiarly appropriate. Devoted to the interests of seamen—published on Hawaiian soil where the navigator closed his glorious career—where may we so appropriately look for a vindication of a seaman from an infamous charge, as in the columns of the *Friend*.

N—

Ports of the Sandwich Islands.—No. 4.

LAHAINA (anciently called LELE, from the short stay of Chiefs there) is pleasantly located on the western shore of West Maui, and is in West long. 156° 41' and North lat. 24° 51' 50". It may be considered as the second port of the Hawaiian Islands, as, next to Honolulu, it is most generally frequented by the whaling fleet which touch at the islands in the spring and fall for recruits and refreshments.

This town was selected by Kamehameha III. and his chiefs to be the seat of government of the group, and it continued such till the troublesome times of 1843, when he removed the royal residence to Honolulu. Its public buildings are few. It has two churches, a hospital, a "palace," which from the anchorage looms up and appears a stately building, but is fast going to ruin from neglect. There are three ship chandlery stores, some fifteen retail stores, and three practicing physicians. The best seminary on the Islands for the education of natives, is located about two miles back of the village. It is under the charge of capable foreign teachers, and is sustained by the government. It numbers from sixty to eighty students.

Perhaps there is no village on the group that presents to the stranger a more striking tropical appearance than does Lahaina. There is one principal street, several miles in length intersected with many others, lined with large kukui trees, which cover the road, rendering it in places a shady and cool bower. These trees remind one of the noble branching elms of New Haven, though the shade of the kukui is denser and cooler. Numerous groves of coconuts and tall bananas line the beach and environs, while grape and other vines almost bury in their foliage many of the cottages. There is no spot on these islands equal to Lahaina for gardening or raising fruit and vegetables of every description, owing to the abundant supply of water.

The native inhabitants of Maui are far more advanced in the knowledge of self-government, and also in agriculture, and consequently are more independent than those of either of the other islands of our group. This is owing

mainly to the influence of old Governor Hoapili, who governed the island for some twenty years, and who was thoroughly imbued with republican ideas. Whenever he undertook any public work, he first called the common people together to advise with them, telling them that the work, if needed, was for their good; and it is said that he always yielded to the popular voice. The successors of Hoapili have been intelligent governors, and, in a measure, carried out his popular views. Hence it is that far more attention is paid by the natives of Maui to agriculture, and some of the common people have become independent.

The anchorage being an open roadstead, vessels can always approach or leave it with any wind that blows. No pilot is needed here. Vessels generally approach through the channel between Maui and Molokai, standing well over to Lanai, as far as the trade will carry them, then take the sea breeze, which sets in during the forenoon, and head for the town.

The anchorage is about ten miles in extent along the shore and from within a cable's length of the reef in seven fathoms of water, to a distance of three miles out with some twenty-five fathoms, affording abundant room for as large a fleet as can ever be collected here. The holding ground, with clear anchors, is considered good, though somewhat rocky, and little or no danger is ever experienced, more than usual where a number of ships congregate. The best anchorage is opposite the native church in about fifteen fathoms. There has been generally during the winter months a southerly storm which the natives call a "Kona," but it seldom or ever comes when there is a fleet in port, or so strong that a vessel cannot ride it out in perfect safety. There has never yet been any vessel lost at this port by stress of weather; and but one, under any circumstances, which was lost on the reef some two or three miles from the channel. It was a remark of old Capt. Butler who resided here for many years, that he never saw it blow so hard here as to endanger a ship at anchor with good tackle; and the immunity from accident to the shipping which have visited the port, is the best proof of its safety.

As near as we can ascertain, the first whale ships that visited these islands and touched at this port were the *Bellina*, Capt. Gardner, and —, Capt. Worth, which was some where about 1819. A few north-west traders touched here from 1799 to the date above given, but that trade dropping off, the whaler was a welcome visitor, and we are informed by old Mr. White that the "Old Palace" was first built as a home to entertain them. It was erected by, or under the direction of Kahekili, (Old Thunder,) who at that time was the head man of Kamehameha I.

In 1842 Capt. John Stetson was appointed the first American Vice-Consular Agent at this port, and from the records kept in the consulate office we gather the following table of the number of ships touching at this port in the course of each year since that date. Most of the ships touched in the spring and again in the fall. The figures are the total arrivals for the years:

| | | | | | | | | | |
|------|---|---|---|-----|------|---|---|---|-----|
| 1842 | - | - | - | 40 | 1850 | - | - | - | 102 |
| 1843 | - | - | - | 96 | 1851 | - | - | - | 110 |
| 1844 | - | - | - | 231 | 1852 | - | - | - | 187 |
| 1845 | - | - | - | 245 | 1853 | - | - | - | 170 |
| 1846 | - | - | - | 395 | 1854 | - | - | - | 207 |
| 1847 | - | - | - | 202 | 1855 | - | - | - | 171 |
| 1848 | - | - | - | 181 | 1856 | - | - | - | 111 |
| 1849 | - | - | - | 155 | | | | | |

To whale ships no port at the islands offers better facilities for all their business (with the exception of heavy repairs) than does Lahaina. As it is on this island, and but a short distance that the extensive potato fields are located that have furnished an almost inexhaustible supply for many years, and also the large sugar plantations from which the best sugar and molasses are procured, and fine herds of cattle which dress up better than any beef slaughtered for market that can be produced on the group.

Efforts have been made for the last two or three years to introduce the "Tombez" variety of sweet potatoes, and the last fall season we were able to

supply fully the demand of as good an article as has ever been offered in the market. Fruits are generally abundant. The grape seems to luxuriate in the rich soil, and the sunny, clear weather of Lahaina, as it is, *par excellence*, the fruit of this place or Islands. Figs, bananas and melons are produced in abundance, and pumpkins enough for all New England to make pies for a general thanksgiving. All other supplies needed by merchant or whale ships can always be procured at this port.

In riding through "Tropic road" a few days since we counted twenty varieties of trees and shrubs growing by the road side, and presenting within a mile's ride, as fine specimens of tropical productions as any similar drive to be found on the Islands.

The population of Lahaina is estimated at fifteen hundred, the foreign part of which will not probably exceed one to two hundred. The causes that have been at work depopulating the islands have likewise tended to reduce the numbers here. "Years ago there was a hut under every broad fruit tree," was the statement of an old man who has seen the four Kamehamehas as the rulers of the land. So far as local diseases, we are singularly free. The climate is unequalled; the mild, sea breezes temper the heat of the day, and the cool breeze of the night makes sleeping a luxury to be enjoyed.

Epidemics do not seem to act with the virulence that they do at some other places. There were but seven fatal cases of small pox, while some districts counted by thousands. The "boohoo fever," as it is called, which is said to have appeared first at this place, but which has now entirely disappeared, or exists only in isolated cases, is not considered acclimated among us.—*Pacific Commercial Advertiser.*

[From the Sailor's Magazine.]

THE SAILOR'S CHEST.*

BY REV. CHARLES W. DENISON.

Close hidden it stands by the polished wall,
By fair hands draped in the entrance hall,
Soft cushioned, where curtains around it fall,
The sailor's chest.

Once on the fore-castle floor it stood,
A plain, rude box of painted wood,
Where its occupants crowded all they could,
The sailor's chest.

But sacred, among the treasures there,
Was the Holy Word and the Book of Prayer,
And a Christian mother's lock of hair,
In the sailor's chest.

'Twas a table by day, by night a bed;
A library, closet, a wardrobe's stead,
'To "slops," to "traps," and "ventures" wed,
Was the sailor's chest.

Now to the northern glaciers borne,
Now to the wastes of wild Cape Horn,
Now to the sun set, now to its dawn,
Went the sailor's chest.

But whither it roamed, and where it stayed,
Before it oft the owner prayed,
A shrine to the living God was made,
The sailor's chest.

Then treasure it up by the homestead door,
'Tis a grace and boon to the richest floor,
And guard and cherish evermore,
That sailor's chest.

* In the *Sailor's Magazine* for December, 1856, is a very interesting communication from Rev. Mr. Damon, Seaman's Chaplain, at Honolulu, in which he mentions that the lounge in the hall of one of our benevolent merchants was once his chest when a sailor boy.

See also *Friend*, Sept. 1852.

"Even this will pass over!" was the proverb which the wise Solomon gave to an Eastern friend who desired such a motto as would make the soul strong in misfortune, and humble in prosperity.

[For the Friend.]

A SABBATH MORNING ON HAWAII.

Auspicious morn, that saw the Lord arise,
Thy coming rays illumine all the skies;
And ever thus, in this fair ocean isle,
Doth Nature on thy weekly advent smile.
Now from the tall and grand old woods around,
In untaught Peans, warbling notes resound,
And through the waving branches of the trees,
Singeth a melody the sweet sea-breeze.
O'er the blue sea the winds in concert roar,
And surges kiss, with joyful glee, the shore.
From Kilauea old Pele thunders out,
And water-falls send up their tiny shout,
While the twin mountain-monarchs of our isle,
Catch on their tops the sun's first golden smile.
While thus, upon this pleasant Sabbath morn,
Fair Nature doth her goodly self adorn,
Shall man, for whom these beauties all are given,
Forget to render early thanks to Heaven?
Hawaii, 1856. LAURENS.

ADVERTISEMENTS.

THE SAILOR'S HOME.



MR. & MRS. THRUM, MANAGERS

THE HOUSE IS NOW OPEN FOR THE ACCOMMODATION OF SEAMEN. Board and Lodging will be furnished on the most reasonable terms. The Managers, having for several years kept a private boarding-house in Honolulu, and during that period accommodated many seamen, hope to receive the patronage of the seafaring community. Seamen may rest assured that no efforts will be spared to furnish them a comfortable home during their stay in port. Boarders accommodated by the week or single meals. Apply for Board at the office, in the dining-room.

Seamen ashore on liberty will be furnished with single meals, and a night's lodging.

Masters of vessels lying "off and on," are notified that their boat's crews, while on shore, will find good accommodations, on reasonable terms, at the Home.

BIBLE, BOOK AND TRACT DEPOSITORY SAILOR'S HOME, HONOLULU.

BIBLES, BOOKS AND TRACTS, in the English, French, Portuguese, German, Welsh, Swedish and Spanish languages. These books are offered for sale, at cost prices, by the Hawaiian Bible and Tract Societies, but furnished

GRATUITOUSLY TO SEAMEN.

Also, Office of *The Friend*, bound volumes for sale. Subscriptions received.

N. B.—Seamen belonging to vessels lying "off and on," will be supplied with books and papers, by calling at the Depository, from 12 to 3 o'clock P. M.

S. C. DAMON,
Seamen's Chaplain.

NAVIGATION TAUGHT.

NAVIGATION, in all its branches, taught by the Subscriber. The writer likewise begs to intimate that he will give instruction to a limited number of pupils in English reading and grammar, geography, writing, arithmetic, &c. Residence, cottage at the back of Mr. Love's house, Nuuanu-street.

DANIEL SMITH.

Honolulu, March 26, 1857. tf

IRON HURDLES

FOR SALE at the Hudson's Bay Company's Store, eight feet long—three dollars each. tf

ADVERTISEMENTS.

NOTICE TO WHALEMEN.

MACY & LAW,

—DEALERS IN—

WHALEMEN'S SUPPLIES AND GENERAL MERCHANDISE,

Kawaihae, Hawaii.

CONSTANTLY ON HAND a good supply of Hawaiian beef, potatoes, hogs, sheep and numerous other articles required by whalers. The above articles can be furnished at the shortest notice and on the most reasonable terms in exchange for bills on the United States or orders on any merchant at the Islands. No charge made on inter-island exchange.

Beef packed to order and warranted to keep in any climate. 3-tf.

THE READING-ROOM

AT THE SAILOR'S HOME IS OPEN, AND free to the public; and all seamen visiting this port, are especially invited to make it a place of resort, whether they board at the Home, or other boarding-houses in Honolulu, or are connected with the shipping. During the shipping season it will be lighted evenings.

Seamen visiting the Reading-Room, and desirous of writing letters, will be furnished with "pen, ink and paper," gratis, by applying to the person having charge of the Room. tf

HARDWARE STORE,

ON FORT STREET, NEAR HOTEL STREET.

LOCKS of all kinds, Hinges, Screws, Tacks, Razors, Cut and Wrought Nails, Spikes, Brads, Files, Carpenters' Tools of all kinds, Pocket and Sheath-Knives, Marlinspikes, Caulking-Irons and Mallets, and numerous other articles, for sale at the lowest prices, by (tf) W. N. LADD.

E. HOFFMANN,

PHYSICIAN AND SURGEON,

Office in the New Drug Store, corner of Kaahumanu and Queen streets, Makee & Anthon's Block. Open day and night.

GILMAN & CO.,

Ship Chandlers and General Agents,

LAHAINA, MAUI, S. I.

Ships supplied with Recruits. Storage and Money.

J. WORTH,

HAVING established himself in business at Hilo, Hawaii, is prepared to furnish ships with Recruits; on favorable terms for Cash, Goods or Bills on the United States.

B. W. FIELD,

COMMISSION MERCHANT,

HONOLULU, OAHU, H. I.

By Permission, he Refers to

C. W. Cartwright, President of Manufacturers' Insurance Company, Boston;

H. A. Pierce, Boston;

Thayer, Rice & Co., Boston;

Edward Mott Robinson, New Bedford;

John W. Barrett & Sons, Nantucket;

Perkins & Smith, New London.

B. F. Snow, Honolulu.

C. H. WETMORE,

PHYSICIAN AND SURGEON,

HILO, HAWAII, S. I.

N. B.—Medicine Chests carefully replenished, and on reasonable terms.

B. PITMAN,

DEALER IN

GENERAL MERCHANDISE, AND

HAWAIIAN PRODUCE,

BYRON'S BAY, HILO, HAWAII, S. I.

All Stores required by whale ships and others, supplied on reasonable terms, and at the shortest notice.

WANTED—Exchange on the United States and Europe. Oct. 2, 1854.

NEXT TRIP OF THE "MORNING STAR."—It is expected this vessel will be ready to-morrow, May 1st, and will proceed with despatch for the Marquesas Islands, with supplies for the missionaries. The Hawaiian Missionary Society sends the Rev. J. S. Emerson, as foreign delegate, and the Hon. Mr. Namakeha (a chief, and uncle of the Queen) as native delegate. The Rev. Mr. Kaukau and wife go to join the mission. J. E. Chamberlain, Esq., and Mrs. Namakeha go as passengers. It is hoped the vessel will return on or soon after the 1st of July, when she will be fitted out and sent with supplies to Micronesia, where she may be detained for exploration for several months.

The *Friend*, in wrappers, will be found at the counter of the *Commercial Advertiser* at the Post Office. Price 12 1-2 cents single, three copies for 25 cents.

CARD.

The Seamen's Chaplain would acknowledge the receipt of forty dollars from H. B. M. Consul General, for the six months ending March 31st, being a portion of the annual appropriation for the support of the Seaman's Chaplaincy.

FREE WILL OFFERINGS—For late repairs upon the Bethel:

| | |
|---|----------|
| Judge Lee, | \$50 00 |
| A Friend, | 16 00 |
| A Sailor Friend, | 2 00 |
| A Friend, | 20 00 |
| Cash, | 10 00 |
| Mrs. Dimond, | 5 00 |
| J. T. Waterhouse, | 20 00 |
| Capt. Freeman, bark <i>Tybee</i> , | 2 00 |
| Previously acknowledged, | \$124 00 |
| Total, | \$38 50 |
| Debt remaining unpaid, \$539 05. A chapel where seats are free, should be supported by free-will offerings. | \$162 50 |

Mrs. Holdsworth, Treasurer of the "Ladies' Strangers' Friend Society," would acknowledge, from
Rev. G. B. Rowell, of Kauai, \$10 00
Mr. Chamberlayne, of Hilo, 5 00
G. B. C. Ingraham, of Honolulu, 10 00

FOR GRATUITOUS DISTRIBUTION OF THE "FRIEND":
From Rev. E. Bond, Kohala, \$10 00
Capt. Freeman, "Tybee," 2 00

DONATIONS FOR SAILORS' HOME:

| | |
|---|---------|
| From ladies in Woodstock, Connecticut. | |
| By Mrs. B. W. Purple, to furnish a room, in cash, | \$13 50 |
| and in bedding, &c., | 41 84 |
| Total, | \$55 34 |

From ladies in Westborough, Massachusetts.

| | |
|--|---------|
| By Mrs. S. Chamberlain, to furnish a room in the Home, in cash, together with bedding, | \$22 63 |
|--|---------|

From ladies in Hopkinton, Mass.

| | |
|---|---------|
| By Capt. T. V. Sullivan, of Boston, for the purpose of furnishing room in the Home, | \$30 00 |
|---|---------|

For general expenses of the Home.

| | |
|---|---------|
| From George Rogers, of Boston, | \$10 00 |
| George Johnson, of Charlestown, | 5 00 |

A HEROIC WOMAN.—A correspondent furnishes a fact in regard to the noble conduct of a woman that deserves honorable mention. The clipper ship *Neptune's Car*, Capt. Jacob, Patten, sailed from New York for San Francisco about the 29th of July last. The captain on the passage, was attacked with brain fever and subsequent blindness. The chief mate having been deposed from duty previous to the captain's illness, and the second mate, being incompetent to navigate the vessel, the captain's wife, who happened providentially to be on board, and who had been taught navigation by her husband, took charge of the ship, and brought it safely into port.—*Boston Transcript*.

MARINE JOURNAL.

PORT OF HONOLULU, H. I.

ARRIVALS.

- April 24—Am wh bark Black Warrior, Brown, from Margarita Bay, 380 bbls wh.
24—Am wh sch E. L. Foster, Austin, fm Margarita Bay, 800 bbls whale.
24—Am missionary packet Morning Star, Moore, 138 days from Cape Cod via Rio.
24—Am wh ships William & Henry and Mary Ann lay off and on, and sailed on 25th for the N. W. coast. ||
26—Am wh ships Julian, Cleveland, and Tybee, Freeman, arrived off the port and sailed again.
27—Am wh bk James Andrews, Kelly, fm Margarita Bay, 1250 bbls oil.
28—Am wh ship Addison, fm Lahaina, lay off and on, and sailed for the Ochoths.
March 26—Wh sh Jireh Perry, Cannon; Good Return, Wing; Florida, Fish; and Brooklyn, Rose, arrived off this port, and sailed again for the North.
27—Br bark Gambia, Milne, 25 ds fm Tahiti, with merchandise to J. T. Waterhouse.
28—Am bk Bhering, Morse, 112 days fm Boston—sailed same day for Petropoloski and other Russian ports.
30—Haw wh sch Pdel, Schivenbeck, fm Margarita Bay.
31—Whaleships Navy, Wood, and Arnold, Sarvent, arrived off the port and sailed again for the North.
April 2—Am wh sh Navigator, Fisher, fm California coast.
2—Am wh sh Saratoga, Slocum, 5 mos fm N. Bedford.
2—Lying off and on, Olympia, Ryan.
3—Am wh bk Dartmouth, Heath, 500 wh.
3—Am sch General Morgan, Way, 19 ds fm S. Francisco.
5—Am wh sh Arctic, Beedman, fm New Zealand, 270 sp, 60 whale.
5—Ships Japan, Diman; Charles Carroll, Parsons; Lydia, Leonard; Rapid, West; Tahmaroo, Robinson; John Howland, Taylor; John Coggeshall, Lambert, arrived off the harbor from windward ports, and sailed again for the North.
6—Am wh sh Thomas Dickson, Plaskett, 100 sp.
6—Am wh bk Baltic, Bronson, at anchor outside.
6—Am wh bk Draper, Sanford, 500 wh.
9—Am wh sh Hobomok, Merchant, 100 sp; sailed same day for Ochoths.
10—H. B. M.'s steam frigate Tribune, Edgell, 29 days from Callao.
11—Am sh Lizzie Jarvis, Knipe, 22 ds fm San Francisco, sailed same day for Hong Kong.
11—Br bg Recovery, Mitchell, 31 ds fm Vancouver's Island—cargo lumber to Agent Hudson's Bay Co.
11—Am whale brig Leverett, Brooks, lay off and on, and sailed again.
12—Am wh bg Agate, Homan, fm Cal. Coast, clean.
12—Am wh sh Gen. Pike, and Indian Chief arrived off and on, and sailed again for the North.
14—Am whaleships Benj. Rush, Wyatt; Ocean Wave, Baker; and Benj. Morgan, Sisson, arrived off and on, and sailed again for the North.
14—Am clipper sh War Hawk, 1100 tons, Freeman, 23 days fm San Francisco, landed passengers and went on.
16—Am wh sh Gay Head lay off and sailed again.
18—Fr wh sh Nil, Grandsaigne, last fm Tahiti, 160 sperm.
19—Am wh sh Japan, Diman, fm sea, sailed again on the 20th for the North.
22—Am wh sh Cincinnati, Williams, from Lahaina, lay off and on, and sailed again for the North West.

DEPARTURES.

- April 2—Am sh Raduga, Green, for Manila.
3—Am bk Isabella, Lyons, to cruise to the North.
4—Am sh Aspasia, Green, for New York.
5—Bre bg Oahu, Molde, for Ochoths.
6—Am bk Fanny Major, Lawton, for San Francisco.
8—Baltic, Bronson, to cruise.
9—Huntsville, Grant, do.
10—Arctic, Beedman, do.
10—Saratoga, Slocum, do.
13—Thos Dickson, Plaskett, to cruise.
14—H. I. M.'s corvette Eurydice, M. M. Pichon, for Bird Island.
15—Draper, Sanford, to cruise.
16—Haw sch Manukawai, Paty, for Bird Island.
17—Am wh bk Dartmouth, Heath, for Kodiack.
17—Am sch Gen. Morgan, Way, for San Francisco.
18—Am wh ship Triton 2d, White, for Kodiack.
19—Am wh brig John Dunlap, Cook, for Christmas Island.
20—Haw sch Alexander, English, for Fanning's Island.
21—Haw brig Advance, Collins, for Columbia River.
22—Am wh sh Navigator, Fisher, for North-West.

Ships Mails.

For SAN FRANCISCO. No opportunity before the sailing of the Yankee.
For LAHAINA, per Kamoi, to-day or to-morrow.
For KAUAI, per Excel, about Saturday.
For KAWAIIAE, per Maria, soon.

MEMORANDA.

[From the Marine Report of the Pacific Com. Advertiser.]
Capt. Loper, of the *Sarah Sheaf*, reports that the cook, Robt. Poulter, was missed, March 29, about noon. He was seen half-an-hour previous at the galley. The lead and a piece of line are also gone. A boat was lowered immediately, and a man sent to the mast-head, but nothing could be discovered. The distance to the shore and the other ship was such that the presumption is, he must have drowned himself. His father's name is Mr. Richard Poulter, of Greenport, Long Island, N. Y.
Reports, Talcahuano, January 27, 1857.—bk Helen Mar,

Worth, 250 sp—sailed to cruise; bk *Keoka*, Howland, 700 sp—sailed to cruise; ship *Enterprise*, Brown, discharging oil; ship *Corea*, Fish, had discharged oil, was hove down for repair for damage received among the ice in Ochoths sea; sh *Geo. Howland*, Wright, sailed for home with freight from ship *Corea*; bk *Richmond*, Manchester, sailed for home, 900 sp; bk *Garland*, Parsons, to cruise; sh *Napoleon*, Crowell, to cruise; sh *Henry*, Bunker, to cruise; sh *President*, Allen, to cruise; sh *Gazelle*, Easton, 1100 sp, taking freight fm sh *Enterprise*; bk *Hector*, Smaly, 260 sp, sailed to cruise; Feb. 20, sh *Julian*, Cleveland, sailed to cruise—would touch at the S. Islands; bk *Morning Star*, Cleveland, 1500 sp, for home with freight fm *Julian*; bk *Cornelia*, Crapp, 1400 bbls, for home with freight from *Enterprise*.—Yours, &c., GILLMAN & Co.

MARRIED

At Hamakua, Hawaii, 14th ult., by Rev. L. Lyons, MR. JOHN S. LOTW, of Gloucester, Mass., to MARTHA P. FULLER, grand daughter of John P. Parker, Esq.

DIED

In this city, on Monday, April 13, of malignant sore throat, LOUISA ANTHON, aged 6 years and 82 days, daughter of Ludvig H. and Elizabeth L. Anthon.

In New Bedford, Feb. 7, MRS. HATTIE WALKER, wife of Capt. Washington T. Walker, of the whaleship *South America*.

Feb. 14, on board ship *Draper*, Capt. Sanford, in Magdalena Bay, ANTON JOAQUIN. He has a family residing in New Bedford. He was attacked with blindness and with a paralytic stroke, and partially recovered, but finally died in about two weeks.

PORT OF LAHAINA, MAUI.

ARRIVALS.

- March 26—Am sh Onward, Norton, fm Society Islands, 200 sp, 220 wh, 17000 bone.
28—Am sh John Howland, Taylor, fm Society Islands.
30—Mary Frazier, Rounds, N. B., 6 months out 15 sp.
31—Tahmaroo, Robinson, F. H., 7 1/2 months out 200 sp, 100 whale and 1000 bone.
31—Charles Carroll, Parsons, N. L., 15 sperm 100 whale.
April 3—Rapid, West, N. B., 6 months out 10 sp.
4—Cicero, Courtnay, N. B., 7 months out 95 sp.
7—Am sh Gayhead, Lowen, 10 sp, fm New Bedford.
7—Am bg Leverett, Brooks, San Francisco, 50 sp, 45 wh, fm Cape St. Lucas.
9—Am sh Caroline, Harding, from New Bedford.
9—Am sh Champion, Coffin, 80 sp, fm Edgartown.
9—Am bark Newburyport, Crandell, 80 sp, 240 wh, 2000 lbs bone.
9—Am sh Indian Chief, Huntley, from New London.
April 11—Ship Gen. Pike, Russel, of New Bedford, 7 mos out, 130 sp.
13—Bowditch, Martin, of Warren, 4 mos out, clean.
13—Cincinnati, Williams, of Stonington, 6 1/2 mos out, clean.
13—Enterprise, Brown, of Nantucket, 27 mos out, 200 sp, 1900 wh, 15,000 bone.
15—Fr ship Nil, Grandsaigne, 8 mos from Havre, 160 sp.
17—Brig Leverett, Brooks, of San Francisco, fm Honolulu.
18—Ship Addison, Lawrence, of New Bedford, 4 1/2 mos out, 60 sp.
April 22—William & Henry, Grinnell, 100 sperm.
25—Julian, Cleveland.
27—Fr sh Gen. Teste, Le Mercier, 100 sp, 250 wh, 2000 bn.

PORT OF HILO, HAWAII.

ARRIVALS.

- March 1—Jireh Perry, Cannon, fm home, 150 sp.
8—Condor, Whiteside, fm home.
8—Reindeer, Ashley, fm home, 30 sp.
9—Florida, Fish, from home, 30 sp.
10—Good Return, Wing, fm cruise, 70 sp.
12—Callao, Howland, fm cruise, 85 sp.
12—J. D. Thompson, Waterman, fm Bhering Sea and Arctic, 100 sp.
13—Mary Frazier, Rounds, fm home.
14—Navy, Wood, from cruise.
17—Sh Lydia, Leonard, fm cruise, 90 sp.
19—Baltic, Brownson, fm cruise, 35 sp, 235 wh.
21—Daniel Wood, Morrison, fm home, 35 sp—had lost a man overboard.
21—Rambler, Willis, fm home; Capt. W. brings his wife and family, all well, to remain here during his season North.
22—Indian Chief, Huntley, fm home, clean.
27—Am bk Newburyport, Crandall, fm home, 7 mos out 80 sp, 240 wh, 2000 lbs bone.
28—Am sh Mary Ann, Dallman, fm cruise off Peru, 850
31—Am bk Ocean Wave, Baker, fm home, 180 sp.
April 22—Am wh bk Silver Cloud, Coggeshall, 5 mos from New Bedford, 110 sperm.

THE FRIEND:

A MONTHLY JOURNAL, DEVOTED TO TEMPERANCE, SEAMEN, MARINE AND GENERAL INTELLIGENCE,
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SAMUEL C. DAMON.

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HONOLULU, MAY 25, 1857.

{Old Series, Vol. 14.

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THE FRIEND.

HONOLULU, MAY 25, 1857.

HAWAIIAN EVANGELICAL ASSOCIATION.

The Association commenced its daily sessions, at the School House near the Stone Church, on the 13th inst., at 9 A. M. The Rev. Mr. Lyons, of Waimea, Hawaii, was chosen Moderator, and the Rev. Mr. Shipman Scribe.

The following Members of the Association are present: From

HAWAII—Rev. Mr. Shipman, Rev. D. B. Lyman, Rev. T. Coan, Rev. L. Lyons, Rev. A. Thurston.

MAUI—Rev. W. P. Alexander, Rev. J. F. Pogue, Rev. C. B. Andrews, Mr. Edward Bailey.

OAHU—Rev. E. W. Clark, Rev. L. Smith, Rev. J. P. Gulick, Rev. B. W. Parker, Rev. A. Bishop, Rev. S. C. Damon, Rev. J. D. Strong, Rev. R. Armstrong, S. N. Castle, A. S. Cooke, Rev. L. Andrews.

KAUAI—Rev. E. Johnson, Mr. Wilcox, Rev. D. Dole.

Rev. W. S. Turner, Pastor of the Methodist Church, Honolulu, and Rev. H. Bingham, Jr., were invited to sit, as Honorary Members.

SERMON BEFORE THE H. T. SOCIETY.

The annual sermon before the Hawaiian Tract Society, was preached by the Rev. W. S. Turner, at the Fort Street Church, on Sabbath evening, the 17th inst. Text, Ecclesiastes XI., 1: "Cast thy bread upon the waters; for thou shalt find it after many days." After alluding to the practice of sowing rice fields in the East, while the land was under water, the preacher proceeded to speak of the importance of the tract enterprise as designed to counteract the pernicious influence of the corrupt literature of the day; of the history of the enterprise, dating back to the times of the Reformation, and of the statistics of the cause, illustrating

the subject by several apt and striking anecdotes. At the close of the exercises, a collection was taken up, amounting to \$99 37.

SERMON BEFORE THE H. M. SOCIETY.

The annual sermon before the Hawaiian Missionary Society, was preached, on Sabbath evening, May 24th, at the Fort street Church, by the Rev. D. Dole, from Romans, chap. ii., verses 6, 7. The following were the heads of the discourse:

1. The glory, honor and immortality to be sought.
2. The manner of seeking them.
3. The result.

After the discourse, a collection was taken up, amounting to \$148 62.

Our readers will find an interesting subject discussed by the Rev. Mr. Coan, in another part of our columns. We would especially bespeak the reader's careful perusal of the scriptural part of this essay. The facts cannot be controverted. We readily imagine that the sceptical scoffer may withhold assent, and even ridicule the whole argument; but does the Bible fare any better when its statements and principles are investigated by persons of his class? The eloquent Melville, of London, employs the following, in a sermon upon Psalm 145: 13, 14: "We have represented God as superintending whatever occurs in his infinite domain—guiding the roll of every planet, and the rush of every cataract, and the gathering of every cloud, and the motion of every will. We add he is with the sick man on his pallet, and with the seaman in his danger, and with the widow in her agony. And is not this the very picture sketched by the Psalmist, when, after the sublime ascription, "Thy Kingdom is an everlasting Kingdom, and thy dominion endureth throughout all generations," he adds these comforting words:—"The Lord upholdeth all that fall, and lifteth up all those that be bowed down?"

DONATIONS.—From Mr. G. B. C. Ingraham \$15, and Mr. W. N. Ladd \$10, towards repairs upon the Bethel. From Rev. Mr. Williams, Chaplain of H. B. M. steamer *Pearl*, \$5, for the *Friend*.

REV. ASA THURSTON.—It is pleasant to welcome, from year to year, at the gathering of the Missionaries in Honolulu, this gentleman, who belonged to the first company arriving at these Islands, in 1820. He has never left the Islands since his first arrival, but has remained, during the entire period of thirty-seven years, at Kailua, on Hawaii. He addressed the children of the Foreign Sabbath Schools in Honolulu, on Saturday morning, the 23d instant, at the Fort street Church.

A MOTHER'S HINT.—"I have received a letter from home" says the officer of a whale ship, "and mother says she cannot do without the *Friend*. It comes regularly. Folks at home may hear from the ship when I cannot write, so I want you to continue sending it." Very frequent are the messages which we receive from the friends of seamen respecting the *Friend*. Our list of subscribers among seamen sending the paper "home" is now greater than it has ever been before, and we shall be glad to receive additional names. The *Friend*, postage pre-paid, will be sent for \$2 50.

Subscriptions may commence with any month, or the back numbers from January may be sent, to those that desire to commence with the volume.

The wood cut indicating the lava-stream, is not inserted in our columns because it is what we could have wished. The design, however, is merely to point out to the reader the general features of the remarkable volcanic stream which has flowed for so many months, from the summit of Mauna Loa. It should be remembered, that this stream is entirely independent of and many miles distant from the old crater of Kilauea, situated about midway between Mauna Loa and Hilo.

RELIGIOUS ANNIVERSARIES.—During the current week the annual meetings of the following Societies will be held at the Bethel: On Tuesday evening, the Hawaiian Missionary Society, Rev. A. Thurston, President; on Wednesday evening, the Hawaiian Bible Society, Dr. R. W. Wood, President; on Thursday evening, the Hawaiian Tract Society, Rev. A. Bishop, President.



to alarm. So nearly certain did it, for some months, appear that this fiery deluge would roll over our fair Eden, that many, probably most of the people, laid their plans and concerted measures to escape with such property as could be removed.

It is also a fact that, under these threatening dangers, prayer was offered without ceasing by the church at Hilo, both in private and public. We also know that multitudes of God's people in other parts of the islands and in other lands, did not cease to lift up their prayers and cries to God for our deliverance. A day of solemn fasting and prayer was also observed by the people of Hilo, both by natives and foreigners, and few even of the unbelieving class, exhibited the least disrespect for the occasion. Most seemed impressed with the propriety and solemnity of the act.

And still another fact remains:

On the 13th of February, 1856, six months from the commencement of the flow, and when the lowest point of the stream was within six miles of the sea, and when, to all human appearance, the action from the summit crater to the terminus of the flow was unabated, suddenly and unexpectedly the fiery river ceased to flow longitudinally, and from that day to the present it has made no advance towards the coast. This was marvellous, because the great feeder, or summit crater was in full blast, and because the unmeasured floods of igneous minerals were poured down the mountain for nine months after the above date, lighting up our forests with a lurid glare and furnishing a scene of grand and sublime interest by day and night. Thus, for three fourths of a year, the rocks were rending, the hills melting, and the mountains flowing down before us, flashing in our faces, rolling, leaping, tossing, muttering and threatening to sweep over us, while an unseen hand held back the burning torrent, and that voice which spake bounds to the sea, which it cannot pass, said to this flood, "Hitherto shalt thou come and no further." In obedience to this high behest, to use the language of Joshua, relative to the water of Jordan, "the floods which came down from above stood and rose upon an heap, and those that came down toward the sea failed, and were cut off."

Such are some of the facts. Now,

II. What does the Bible teach us to believe as to the efficiency of prayer?

Without entering upon any metaphysical disquisition of the prayer of faith, and without searching after those countless hidden springs in the machinery of universal nature, by which the Infinite Architect assuredly redeems all His pledges to his creation, and harmoniously accomplishes all His amazing and inscrutable purposes, let us simply turn our attention to passages of scripture which encourage us to pray with the confident expectation of receiving that for which we ask.

"Call upon me in the day of trouble and I will deliver thee, and thou shalt glorify me."

"Thou shalt call and the Lord shalt answer; thou shalt cry, and he shall say, Here am I."

"Ask and ye shall receive."

"If a son shall ask bread of any of you who is a father will he give him a stone."

"All things whatsoever ye ask in prayer, believing ye shall receive."

The following Essay was read before the Hawaiian Evangelical Association, May 14th, and, by vote, its publication was requested. We would merely remark, that it is customary for a portion of the daily sessions of the association to be occupied in reading essays, the topics having been assigned the previous year. The following was prepared and read by the Rev. T. Coan, of Hilo, whose situation enabled him to carefully observe the volcanic phenomena on Hawaii:

IS IT PROPER TO HOLD UP THE IDEA BEFORE THE HAWAIIANS THAT THE LAVA-FLOW TOWARDS HILO CEASED IN ANSWER TO PRAYER?

Instead of giving a categorical answer to this question we propose to inquire:

I. What are the facts in the case?

II. What does the Bible teach us to believe on the subject of prayer?

III. What are some of the scriptural examples in answer to prayer?

IV. What have been the doctrines and example of the Christian churches on this subject?

V. Would any other teaching be according to the Inspired Word, or honorable to God?

I. Let us look at facts:

On the 11th of August, 1855, a great volcanic eruption commenced on Mauna Loa. For fifteen months this great furnace continued to disgorge its floods of molten minerals with an energy not a little startling.

If we take into account the amount of incandescent matter discharged, the length, breadth and depth of the stream, and the time of its continuance, this eruption has no parallel in the history of volcanic phenomena with which we are acquainted.

The lava stream is estimated at seventy miles in length, with a probable average breadth of two miles, and a depth varying from ten to three hundred feet. The angle of descent down the side of the mountain proper, is about 6° . In some places, however, it is 20, 30 and 50 degrees, etc.; and in many places the burning flood plunged over perpendicular precipices in awful splendor. The velocity down the steeper parts of the mountain was some forty miles an hour.—From the base of the mountain to the shore the country is an inclined plane, on an angle of two or three degrees, with a surface broken and irregular, and forming a valley or water shed, down which the rivers which water the town and bay of Hilo all rush.—Down this valley the burning river came, sweeping away forests, consuming the jungle, startling the wild herds, rending the rocks, evaporating the waters, licking up the dust, filling the atmosphere with smoke and sulphurous gasses, darkening the orbs of heaven, and throwing its baleful glare against the sky. Falling into the channels of our principal streams, it filled and obliterated many of them, while the remainder sent down waters so dark and fetid as to be unfit for use. Onward and onward the burning river rolled, until within five or six miles of the shore, its course direct for the town and harbor, with far fewer obstacles in its way than had already been overcome. To human calculation the fate of Hilo seemed sealed.

Another fact is, that its near approach to the town of Hilo, its sanguinary glare, its steady, resistless and relentless progress, mocking our fears, defying all human skill or power, and demonstrating to a mathematical certainty that, unless arrested by an unseen and omnipotent hand, the destruction of Hilo was only a question of time, produced among all classes of our citizens a thoughtful seriousness, amounting in some instances

To the Centurion Christ said :

"As thou believed so be it done unto thee."

"According to your faith so be it unto you."

"I have never said to the seed of Jacob, seek ye me in vain."

"All things are possible to him that believeth."

"He will hear the prayer of the humble, and not despise their prayer."

To the woman of Canaan :

"O, woman, great is thy faith ; be it unto thee even as thou wilt."

Texts of the same import might be greatly multiplied ; but those cited are sufficient.

III. Some of the Scriptural examples of answer to prayer.

These are very numerous. I select a few only :

First, take the case of Jacob, wrestling with God for deliverance from Esau : Gen. xxxii. ; and the result : Gen. xxxiii.

See, also, the prayers of Moses in Egypt, at the Red Sea and in the wilderness. How strikingly and promptly they were answered.

The prayers, also, of Gideon, of Hannah, of Samuel, of David and of Solomon are in point. But the prayers of Elijah and Elisha are among the most striking in the Old Testament. The prayers, also, of Hezekiah, of Josiah, of Asa and of Jehosaphat, when threatened with invasion, and when in deep distress, were promptly answered. So, also, were the prayers of Job, of Daniel and his friends, and of Ezra in camp at Ahava.

In the New Testament we also find the same facts thickly studding those glorious pages.

The leper, the Centurion, Jarius, the blind man, the Syro-Phœnician woman, the prayers of the church for Peter in prison, of Paul and Silas in the dungeon, and many other of a like character, all show that our God is a prayer-answering God, and that we may always trust Him with all confidence, not only for spiritual but also for all necessary temporal good. He is as truly the God of the *material* as of the *spiritual* universe, and He who listens to the song of seraphim and cherubim, hears also the young ravens when they cry, gives meat to the young lions when they roar, watches the nest of the sparrow and numbers the hairs of his saints.

IV. We now ask what have been the doctrine and the practice of the Christian church on this subject ? It is a historical fact, that in all ages, from the days of Christ to the present time, the devout and evangelical portion of this church have believed and taught the doctrine of a special, superintending and controlling Providence in all the affairs of the universe, the minute as well as the vast ; the complicated and occult as well as the simple and plain. To prove this I might cite confessions, declarations, prayers, sermons, lectures, and uncounted tomes of theology. But the fact is so obvious that I will not impose such a task on your time and patience.

And if we look at the *example* of Christians, we find the same great fact prominent in all ages of the church. What has been more common than special, private, social and public prayers for a sick friend, a minister, a ruler, etc. ? And how often have particular churches or sections of country been called to fast and pray for the averting of some

local calamity ? And, when a State or Empire is in distress, when appalling judgments threaten, when dark clouds of wrath overhang and a fiery horizon encircles it, has not the proclamation often gone forth from the throne and the altar, calling upon all, the high and the low, to fast and pray and sit in sackcloth. War, famine, pestilence, drought, earthquake, tempest, and other public calamities, have all been considered by the pious as so many trumps of God, calling on his people to enter into their chambers, to shut their doors about them, and to humble themselves before Him whose wrath clothes the heavens in sackcloth and makes the pillars of the earth tremble. Why was England on her knees before the great Arbiter of Nations at the approach of the falsely called "Invincible Armada ?" And why did Jehovah thunder upon that infernal fleet, and scatter and break that armament with a tempest in his wrath ? And why did President Taylor proclaim a fast throughout the American Republic when the cholera hovered, like an angel of death, over all that land ? And when that messenger of wrath, the small pox, invaded the little, quiet and healthful kingdom of Hawaii, why did His Majesty, Kamehameha III., call upon his people to fast and pray and humble themselves before the God in whose hand our breath is ? Can there be any connection between prayer and the object desired ? How can prayer crystalize melted rocks ; turn the current of an incandescent river ; hush the tempest ; cause the heavens to give rain ; clothe the bronzed and burning earth with verdure ; still the raging ocean ; scatter a marshaled host of warriors ; neutralize a deadly malaria ; move the hearts of monarchs on the throne and of monsters in the deep ; control the motions of the heavenly orbs, or affect the wheels of universal nature ? These are questions we cannot answer. The *modus operandi*—the *how* is with God. The *fact* is proclaimed in the Bible, published in all history, preached throughout Christendom and confessed in all prayers. "All things whatsoever ye ask in prayer, *believing*, ye shall receive"—even to the uprooting of mountains and casting them into the sea, and to the arresting of the sun in his career through the heavens. He chains the tempest, He holds the thunder, He sweeps the skies upon his storm car, He raises and hushes the ocean wave, and all this in answer to the prayer of the humble and contrite.

V. One more point remains, viz : Would any other teaching be according to the inspired Word or honorable to God ?

"Call upon Me," says God, "in the day of trouble. I will hear thee and thou shalt glorify Me."

David says, in the 22d Psalms, "Our fathers trusted in Thee and Thou didst deliver them. They cried unto Thee and were delivered. They trusted in Thee and were not confounded." Again, he says, "The King shall joy in thy strength, O Lord ! and in thy salvation how greatly shall he rejoice ! Thou hast given him his heart's desire, and hast not withholden the request of his lips."

It has been the character of Bible saints, not only to *pray* but to *expect the blessing asked for* ; and not only to look for and expect the desired favor, but to *know* and thankfully acknowledge it when received.

And more—to feel and say that it came from God in answer to *prayer*. Such has been the simple faith of multitudes of the saints. Without sophistry, speculation, philosophy or doubt, they have received the *fact* on the promise of God and on the testimony of observation and experience. And is there any other way in which we can expound the Bible, or give evidence that we believe it, or honor that God whose Word is yea and amen and who has not said to the seed of Jacob seek ye Me in vain ? When Moses prayed that the awful thunders of Egypt might cease, that the successive plagues which fell on Pharaoh might be suspended, that the beleagured tribes at the Red Sea might be delivered, that Amalek might be discomfited, that the offerings of Korah and Dothan might not be accepted, or that the rebels in the wilderness might not be consumed by the fire of God's jealousy—did he hesitate to believe that God granted the very petitions he asked ? or was he slow or timid in recording the facts to the honor of a holy and faithful God ? Did he say to the multitudes around him and to an infidel world, "there *may* or there *may not* have been an immediate connection between those prayers and the results which followed ? Would this have honored God ? Would this have been biblical ? Would it have been the language of a bold, yet simple and childlike faith ?

And when Joshua, in prayer to God, said, "Sun, stand thou still on Gibeon, and thou Moon in the Valley of Ajalon," would it have honored God in the eyes of an unbelieving world to have said, like a philosopher, "The physical laws of nature are uniform and unalterable ; therefore the idea that the sun rested in its course is an illusion, unphilosophical and impossible." When Hannah prayed for an heir to be consecrated to the Lord ; when Samuel prayed for a storm of thunder and lightning in the time of wheat harvest ; when David entreated that God would turn the counsel of Ahitophel to foolishness ; when Elijah entreated that the heavens might be shut for three years and six months ; when he again asked that they might be opened, and the burning earth refreshed with rain ; when he prayed for fire to fall on the Captain and his fifty, or upon the sacrifice at Carmel ; when Elisha besought the Lord to smite the Syrian army at Dothan with blindness ; when Hezekiah and Isaiah and the sackcloth clad elders of Israel fasted, and wept and prayed that God would save Jerusalem from the wrath of Sennacherib ; when Hezekiah afterwards prayed that the shadow might go back ten degrees on the dial of Ahaz ; when Asa and Jehosaphat entreated to be delivered from the overwhelming hosts that were arrayed against them ; when Jonah cried to God out of the belly of hell ; when Daniel prayed in the lions' den ; when he wrestled for the return of the captive Jews ; when Shadrach and his companions cried to God in a burning furnace ; when Ezra, encamped with the returning captives at Ahava, proclaimed a fast and besought God for protection from the robbers on the way to Judea, because he had told the king that the hand of his God was upon all those for good who sought him, while his power and his wrath were against all who forsook him, and while he was ashamed to

require of the king a band of soldiers and of horsemen, to help them in the way, against the enemy; when the church prayed unceasingly for Peter in the dungeon, and when the old prison walls at Philippi echoed to the supplications and the songs of Paul and Silas—do the inspired penmen fail to hear the answering voice of God, or shrink from the duty of giving glory to His name by declaring his wonders among the people? Are we not taught that God will *speedily* avenge his own elect that cry day and night unto him? Did he not hear Christ *always*? and will he not always hear the prayers of those who are with Christ? of those who ask in His name? of those who do not ask amiss? If such be the Bible doctrine of prayer, if such be the creed of believers, if such the testimony of historical, observed and experienced facts, what then shall we teach the uninformed and credulous Hawaiians? Shall we instruct them to trust in the Lord, to look to Him for all good, to call upon Him in the day of trouble, to pray without fainting, without wavering, to expect an answer to prayer; and, when this answer comes, or seems to them in all truth to have come, shall we then say that it is not clear that what they asked for, and obtained, and enjoy, was granted in answer to prayer? Is this scriptural? Does it look like simple faith? Will it honor God? Is it consistent with our professions as servants and children of God? Does it look like laying hold of the assurance granted to the *adopted*—"All things are yours"?

That the lava stream which so long hung like a flaming sword over us, and which flashed so fearfully in our faces would have been arrested within five miles of us, it should, for nine long months, have boiled and raged, rending the rocky ribs of the earth, heaping up hills, ridges and mountains, and opening yawning fissures and abysses of fire, had there been no prayer, no fear, no fasting and no recognition of an Almighty God, whose touch makes the hills to smoke, who melts the rocks in his anger, and whose breath, like a stream of brimstone, sets on fire the foundations of the mountains, and at whose nod the earth trembleth, we will not dogmatically affirm. We state the *facts*, and they are *marvelous*. That Hilo is now sleeping under a pall of ebon blackness, that her glorious landscape is not blotted from the book of nature, her beautiful harbor choked with rocks, her songs hushed, her happy dwellings consumed and the smoke of her ruin going up, like that of Sodom, seems to us a miracle. As a miracle of mercy, we love to contemplate it; and when we shall cease to adore, and bless, and praise the Lord for this mercy, let our tongue cleave to the roof of our mouth.

The total number of American seamen registered in the United States from Oct. 1, 1855, is 9,686, of whom 9,386 were native born, 309 naturalized. Massachusetts furnished the largest number, viz., 4501; Maine furnished 1,303. The next in order is New York—the number of men being 885.

The only true conquests, those which awaken no regret, are those obtained over ignorance.—*Benaparte*.

THE CHARGE

OF THE REV. H. BINGHAM, SENIOR, TO HIS SON, AT HIS ORDINATION, AT NEW HAVEN, CONNECTICUT, NOVEMBER 9, 1856.

My Dear Son,

and fellow servant of Jesus Christ:

You have offered yourself and been accepted as a herald of the cross to distant tribes. You are panting to engage in that work to which the Apostle to the Gentiles, on his conversion, devoted himself, than which none better can, in the present state of the world, demand the energies of God's people.

In accordance with your cherished wishes, the approval of the American Board, and the decision of this Council of the representatives of the Churches, you have now been solemnly set apart to the work of an evangelist, a missionary to the heathen, an Ambassador of God to your fellow-men.

It now devolves on me to give you, in the name of this ordaining Council, the official charge in reference to the duties of the high and sacred office with which you are invested.

The hour has arrived. The isles wait for the Messiah's law. To a portion of them, in the vast Pacific, the light has come. As you and I have been eye-witnesses, the glory of the Lord has arisen upon them, and to the joy of Zion's heart, begins to be reflected afar.

Hundreds of thousands of the inhabitants of a thousand islands in that wide ocean-waste, are yet to be evangelized; and I rejoice with you that you are enabled and willing to turn away from the prospects of ease or emolument in this civilized country, and to take a responsible post there, to serve our Savior with whatever ability he gives you, in showing them the way to heaven.

In His name, therefore, we commission you to publish among them, the Gospel of salvation, and introduce its ordinances, and bid you "as you go, preach," and wherever you go, preach "Jesus Christ and him crucified."

Your warrant, your requirement, and your encouragement to do this, are found, specifically, in the command and promise of Christ.

The grand reason for the law of evangelization given to the Apostles, was man's universal need of divine teaching and influence to lead him to holiness and Heaven. The divine command, "Go ye into all the world and preach the Gospel to every creature," is still in full force, and will be while the reason for it remains.

The precious promise connected with the command and designed to secure obedience to it, "Lo I am with you always even to the end of the world"—a promise that should now warm and nerve your heart for toil and trial, clearly evinces that the command was not limited to the *Apostles*, nor to their *age*, but will be binding to the end of time on all whom Christ calls to the work, or qualifies for it, and gives the opportunity to engage in it.

Let it then be your joy that this command and this promise appear now to be so clearly applicable to you, as well as to a host of others who actually *do*, or obviously *should* set their hearts and put their hands to this blessed work.

The apathy of many in respect to the fate of idolaters, and the vague hope of some that

the heathen, though uninstructed in the Christian doctrine, will not perish, must not abate your zeal to persuade the sons and daughters of paganism to embrace and obey it; for, now, as in the days of the Apostles, sinners without the knowledge of the Gospel are not only "lying in wickedness" but are everywhere perishing.

Admit, if you please, that it is possible for God to lead a heathen sinner to holiness and heaven without the instrumentality of his written word, or of a preached Gospel by which his Son is honored; yet, give due weight to the proneness of all men to sin and depart from God, to the power which Satan wields over idolatrous nations; to the force of any prevailing superstition, and of heathen example and heathen training, and there is no probability that any considerable numbers of sinners in even a long succession of heathen generations, will be saved except through faith in the Redeemer. For where no vision is, the people perish.

You, then, are to make known as clearly and extensively as possible, that *only name* under heaven, given among men, whereby we must be saved. That blessed name, let Zion hear it, ought to be made known to all in the shortest possible time, for how shall ruined, dying men "believe in him whom they have not heard?"

Let the great error and criminality of the Christian world, in so long, and so alarmingly postponing the main work of evangelizing the six hundred and fifty neglected millions of our race, urge you onward to your field. Take also encouragement from the fact too little regarded by those who fear they are not fully qualified for it, that the nature of the missionary work, when it is engaged in with youthful ardor, and Christian devotedness, or with the true missionary spirit, is admirably adapted to promote growth in fitness for it. There, especially may the talent occupied be expected to receive its desirable increase.

But a still weightier reason for a speedy engagement in this enterprise is, that while you and others delay, and Christendom fails to employ the adequate force which she might for doing up speedily, the foreign missionary work, the heathen are sinking to the grave by fifty thousands a day, and by twenty millions a year!

Behold then the rolling flood of generations passing into the dark ocean, and go, with the speed of the winds, to those yet accessible—Hasten your flight, as swiftly as the wings of a primeval "Morning Star" could bear you twenty thousand miles, to the clime where dwell the objects of your compassion.

As you pass your island-birth-place, where a wonder-working God has been, and look, there, on the whitened fields, observe their temple-spires pointing Hawaiian pilgrims and foreign voyagers to heaven, and their gathering crowds of Christian worshippers, salute them, in the name of American Christians, and warmly give them our affectionate *aloha*, for Jesus' sake. Speak to them of the common salvation, and of the purpose of your mission, and ask their most hearty co-operation in extending Christ's kingdom. Gather, there, a large increase of your faith. Take pattern of what is worthy to be copied; and, being refreshed and girded anew for your work, speed your way thence, to Micronesia, and there, in the name of our God, set up

your banner, and take possession for Christ.

The trees of their coral islands, and of their mountain forests shall clap their hands at the approach of those who bring good tidings to the lost; and there, in throngs, as I have seen, on barbarous shores, your eyes, (perhaps through tears,) will see,

"Men, immortal men,
Wide wandering from the way, eclipsed in night,
Dark, moonless night, living like beasts;
Like beasts descending to the grave, untaught
Of life to come; unsanctified—unsaved!"

But, my son, let not their destitution and darkness, their indelicacy, their intemperance, their injustice one to another, their ingratitude to you, nor their awful alienation from God, disgust, repel, or dishearten you, as you land and take up your abode among them, but rather fire your zeal, and confirm your fixedness of purpose to spend and be spent for them, that from all these and from eternal death, they may, through Christ, be soon delivered and many quickly started on their joyful way to the land of promise.

Remember that the Maker and Redeemer of the dark-hearted souls now wandering on those shady mountains and burning plains, beyond the horizon of Christianity, expects you to do what you can to train them and their posterity for heaven. Remember too, that if any, through the Eternal Spirit, shall savingly receive the Gospel from you, their gratitude will be warm and true on earth, and lasting in eternity; and that to see them safe in heaven bowing to the Redeemer will be reward enough.

Go then, servant of Christ, and with a heart overflowing with gratitude to Him who redeemed you, and with compassion for those for whom he died, tell those long lost, degraded, despairing tribes what a Savior you have found. Tell them there is a glorious Sun of Righteousness that will arise upon them and chase away their darkness and sorrows, cheer their hearts, and sanctify and save their souls, if they will welcome his appearing.

Show yourself their affectionate friend. Win and secure their confidence, and never abuse or forfeit it. Gather around you the gray-headed, the men and women of middle age, the young men and maidens, and the little children, at your cottage, or some other consecrated place, or in the ordinary shade of the Breadfruit, the Cocanut, or Pandanus tree, under their vertical sun, and in the meekness of wisdom teach them the things of God's kingdom. Tell them of his character, his wonderful works, his government, and his dealings with his creatures, of the apostasy, sinfulness, and danger of men unreconciled to him or unwilling to worship and serve him. Tell them of what Christ has done and suffered for the recovery and salvation of ruined souls. With a logic set on fire, show them God's right to rule them, his readiness to save them, and their duty to obey his voice.

Powerful as is the doctrine of the cross to melt the sinner's heart, when wisely and affectionately presented, it is unavailing without the knowledge of the claims of the violated law. Whichsoever, then, is first proclaimed, the influence of both is indispensable. Prove to them that the doctrine you preach is from heaven; then, as you hold it forth, firmly hope for immediate success. And as

Apostles once found, and as other missionaries have found, may you also, soon, happily find that

"The law of the Lord is perfect, converting the soul:

The testimony of the Lord is sure, making wise the simple."

We charge you, then, in Christ's name, that as an ambassador of God to guilty men, you abate nothing from the will of Him who sends you, nor shun to declare the whole counsel of God.

First of all the arts and sciences, teach them the science of duty, the principles of justice, equity and temperance, the sanctity of the Sabbath, the sacredness of marriage, and the obligations arising from all the social and civil relations. Urge them to seek first the kingdom of God and his righteousness; and stimulate them, by Christian motives, to improve their own and others' condition, by such arts and usages of Christian society as are needful.

Make yourself master of their language, and help reduce it to writing. Introduce the Press. Translate and publish the Scriptures, and use your utmost power of persuasion to induce the masses to read, study, believe, and obey them. Give them the facilities of the common school, the Sabbath school, and higher schools that may furnish teachers and preachers for their countrymen. Baptize converts, and gather them into churches on the New Testament platform, and commemorate with them Christ's dying love, teaching them, every one, from the first, to work for Christ; and of the able and faithful, ordain elders and deacons for the work of the Lord; and "in all things show thyself a pattern of good works."

Endeavor soon to supplant heathen chants, vulgar sports, and viler superstitions, by the introduction and use of sacred songs in their language, training their capable voices to sing the Savior's praise in strains that angels would joy to hear.

Show due deference to those in authority, among the islanders; and by a true Christian politeness endeavor to open the way for their reception of the saving word, and to secure their favorable co-operation. Thus, by your good example, gain the respect and promote the loyalty of the governed, and your own security. Then you may fearlessly maintain that "He that ruleth men must be just, ruling in the fear of God," and duly regarding the rights of man.

The conscience-awakened Chieftain may ply you with questions which will task your sagacity so to meet them as not to be involved in party strifes, or in neglect of duties and opportunities for promoting needful reforms, and for laying, broad and lasting, the foundations of good society. Every question settled by the Scriptures you may promptly answer, whoever may be the questioner.

Should foreign ships visit you in your long seclusion from civilized society, with what emotions will you conjecture their influence, or meet their commanders, officers and crews! How intense will be your desire to find in them friends of humanity; friends of missionaries; friends of the erring, dying aborigines—friends, who will not thwart, but aid your plans for elevating, guiding, and saving the people for whom you toil and pray. Take a kind interest in them, freely explain your object, and whether they are seeking the treasures or pleasures of earth or ocean, tell them where they may find, and how obtain the pearl of price untold, that you may win them to Christ and his cause.

The co-operation of Christian helpers from America, the Sandwich Islands, and elsewhere, you will gladly hail; and that of cultivated woman in your mission, you will specially appreciate and facilitate, in remembrance of your sainted mother, the answer to whose prayer of faith, I trust, you and many others have received.

Should the madness of opposition to Christianity assail you with violence, vituperation and obloquy, as it often did your father and his associates in a similar work, then stand unshaken, leaning on the Savior's arm, calmly trusting that he will make the wrath of man to praise him; for the contest between light and darkness, and between right and wrong, even heathen spectators of the painful struggle, may, by the manifest wrongs which you suffer,

be roused to make up their minds in favor of the right, especially if they see that persecution came upon you for seeking their good, and faithfully teaching them the way to heaven. Let not your heart be troubled. Let the ear of your faith in such hours listen to the voice of the unrivaled Teacher, "Blessed are they who are persecuted for righteousness' sake."

Finally, my dear and only son, "take heed to thyself and to thy doctrine," and to the souls entrusted to your care. "Hold fast the form of sound words." "Have no fellowship with the unfruitful works of darkness." "Reprove, rebuke, exhort, with all long suffering and doctrine." Give thyself wholly to the cause of human salvation, and with all patience, diligence, humility and prayer, persevere unto the end in co-operating with God; that, at the close of a faithful ministry and a useful life, of shorter or longer continuance, you may be inspired to say to those who stand around you and to distant friends, "Even as I please all men in all things, not seeking mine own profit but the profit of many, that they may be saved, be ye followers of me, as I also am of Christ. I have fought a good fight, I have finished my course, I have kept the faith. Henceforth there is laid up for me a crown of righteousness, which the Lord, the righteous Judge, shall give me in that day."

Then around your grave may converts sing their Redeemer's name. And there may angels watch, till, from the isles, from ocean's depths and from every land, Christ shall gather home his rising saints to glory.

Then may those who hear you and those who send you, and those who pray for you and love you, and for whom you pray, join you in grateful songs and hallelujahs to God and the Lamb forever and ever.

THE NEW YORK PULPIT.

It has occurred in the arrangements of Providence that the Writer of these few lines has, within the last three Sabbaths, heard the following clergymen preaching in their own pulpits, in the ordinary course of their ministrations: naming them in the order in which they were heard, the Rev. Drs. J. W. Alexander (Old School Presbyterian), William Adams (New School Presbyterian), S. A. Tyng (Episcopalian), J. McElroy (Scotch Presbyterian), and Hawks (Episcopalian). They are all prominent men in their respective denominations; in some respects they may be called representative men.

The point we may have in view in thus repeating their names and referring to their preaching, is simply this: they preached the same gospel, with equal directness, clearness, fullness and earnestness; and had we heard them where we had no means of knowing to what denomination they belonged, we should have supposed them all to be members of the same household of faith, ministers of the same word, and the disciples of the same school and master. So we believe they are, but moreover, we should not have thought that they belonged to diverse denominations, either in doctrine, order or discipline. They all preached the simple truths of the Bible; the sinfulness of man; the necessity of the Holy Spirit to renew; the atonement of Christ the only ground of reconciliation with God; and then in each and all of the five sermons which we heard, the preacher made direct appeals to Christians and sinners, urging upon them their respective duties, and specially calling upon Christians to labor for the salvation of the unconverted, and upon sinners to repent and believe. There were diversities of gifts in these preachers, and by the preaching of some the intellectual appetite was better served than by others. There is a marked individuality in each of them, yet all were good and in their own great way; all of them able to minister acceptably to any congregation on the earth.—N. Y. Observer.

A Father's Letter to his Absent Son.

Almost every mail brings letters to our address, from parents in the United States who have sons roving in the broad Pacific. Many of these letters breathe a parental and Christian spirit of the purest kind. The joy of those parents cannot be well described, when they learn that their sons are doing well and seeking the "Pearl of great price." The following paragraphs are copied from a letter recently received from a parent, whose views of religion and society are eminently matured and sound. Sons trained by such parents, it may reasonably be supposed have been taught to fear God in their youth, and it may also be hoped that such parents will finally be privileged to learn that their children are following in their steps. "Train up a child in the way he should go, and when he is old he will not depart from it."

NEWPORT, R. I., Dec. 18, 1856.

DEAR SON:—Your letters of August 18 and October 8 with the papers were gladly received as news of you and your welfare, especially that letter of August 18 conveying as it does the cheering intelligence of a happy and we trust a real change in your views, feelings, and motives of action, both towards God and your fellow-men—a change if real, wrought as you acknowledge, by the Holy Spirit against and in defiance of the long continued resistance of the natural depraved heart, kept in blindness by sin and deluded by the vanities and follies of a world lying in wickedness. If indeed you are thus "renewed," "enlightened," born again, "a new creature," in Christ, it is God's gracious work and to Him be the praise. Let us then thank and praise Him who hath called us out of darkness into His marvelous light, which to those who experience it is no unmeaning metaphor, but a reality to increase in strength and brightness as we grow in knowledge and in grace. It is a happy circumstance that your wife can join you and aid you with her prayers and sympathies, her love and faithfulness in an upward and onward course in the service of God. You have probably found, like many others, that the prominent distinguishing doctrines of the gospel are more matters of reality and experience than of mere theory and belief. Thus no enlightened, convicted sinner can ever deny the natural and entire depravity of the human heart, for he has felt it and knows it to be true—hence the doctrine of regeneration is founded upon it, and takes it for granted that the natural heart has no holiness, no love to God, and therefore the necessity of a "new creation," the implanting of a new principle which had not existed. So when Christ is revealed to the penitent, believing sinner, as the Lamb slain for sinners, the love and condescension of such a Savior fills him with grateful and adoring views of such a sacrifice—he sees and feels that it is infinite love and grace, and he unhesitatingly worships Him as his Lord and God. And the sinner renewed in the image of Him who created him is deeply conscious that this is the work of God by whatsoever means or outward agencies, drawings, constraining and making him willing in the

day of His power—thus giving repentance and remission of sins of His sovereign will. The sinner thus saved becomes deeply sensible that it is by grace only that he is saved, and if left to himself he would certainly have continued in impenitence and perished. Thus he recognizes the truth and importance of the doctrine that he is indebted to God's eternal purpose and love for his hope of salvation "for known unto God are all his works from the beginning"—and he looks to the power and grace of God to keep him from falling, believing that if He has begun a good work in him, He will complete it in his final salvation. The weakness and failures in Christian life and character, arise principally from a want of moral culture and watchfulness. In regeneration, the love of God, a new principle is implanted in the heart wherein existed passions and propensities of an opposite nature all imbued with sin; the introduction of this holy principle does not necessarily imply the destruction of all others, nor the entire ascendancy of either, but a struggle commences between the two opposing natures, as illustrated in Rom. vii, which continues while life lasts. Thus if the good seed planted in an uncongenial soil is allowed to be overrun by weeds, it cannot bear much fruit. It may retain its life in the root, as a dwarfed and fruitless plant. The unrenowned know nothing of this struggle of principles, for they have but one, and that is evil—they have the struggles of conscience often, but sometimes even that is dead. The true spirit, interest, and design of the gospel is to bring back fallen and guilty man to his true original as was Adam before he sinned—perfect love and obedience to his Maker—this is the law of man's being, and the revealed law is like it, "thou shalt love the Lord thy God with all thy heart, and thy neighbor as thyself." The full effect of the gospel is to produce this love in the heart of a renewed and pardoned sinner, and only so far as this is accomplished is he conformed to the will of God. If this law of love was more fully and truly practiced even by professing Christians, what a different aspect the church would present—how much of the evil in society as well as in the church would be overcome by it. Those gigantic evils, war, slavery and intemperance would yield to it, as would other and less public evils. And this might be effected without organizations, either political or moral, if each Christian would carry out in his daily, and practice the sublime principle, love to God and love to man. The church of Christ must come up to this before the world will yield to its dominion. We can have no confidence in parties and associations of men, corrupt, selfish, and unprincipled as many of them are, to effect reforms or any real good in society, aside from, or independent of, the spirit of the gospel.

HISTORY OF THE PENNY.—The ancient English penny was the first silver coin struck in England, and the only one current among our Saxon ancestors. At the time of Ethelred it was equal in weight to our threepence. Till the time of King Edward I., the penny was so deeply indented that it might easily be broken and parted, on occasions, into two parts—these were called halfpence; or into four, these were called four things or farthings.

Ports of the Sandwich Islands.—No. 5.

We come now in our review of the ports of the Islands to those of Kauai, which is the most northern island of the archipelago, and nearly circular in form, with an area of about 520 square miles, one half of which is adapted to grazing and cultivation. Its southern point lies in lat. 21° 56', its northern point in 22° 7'. Its longitude is embraced between 159° 41' and 160° 80' West. There are two bays and two open roads, used by coasting vessels, but ships now rarely anchor in them.

WAIMEA HARBOR.—This is an open roadstead, sheltered from the trade wind, and has a good anchorage for whale ships, somewhat resembling that of Lahaina. The harbor is located in lat. 21° 57' North, long. 159° 42' West. From the year 1825 to 1845 this port was much visited by whale ships, averaging forty to fifty ships each year, but of late years, owing to the customs regulations, and better supplies furnished at Honolulu and Lahaina, but few whalers have anchored or touched at the port. It affords by far the best anchorage for ships to be had at Kauai, and is deemed safe for large vessels, except from December to March, when the south winds prevail. The best anchorage is directly opposite the beach, a little west of the mouth of the river, in twelve to fifteen fathoms, about half a mile distant from the shore. When the wind is fresh the surf breaks wildly on the beach, but whale boats and canoes pass through it without danger. Sweet potatoes, and most of the island fruits and vegetables, as well as poultry and pigs can be had here in abundance at all seasons of the year. It was at Waimea that Capt. Cook first anchored when he discovered the group in 1778.

KOLOA located about fifteen miles east and to windward of Waimea, is the port of entry of this island, at which a custom house officer is stationed. The anchorage is an open roadstead, the trade wind blowing along and a little off shore. During the prevalence of the trade it is safe for ships to anchor, but they rarely do so, preferring to procure their supplies "lying off and on." The anchorage for schooners is close in shore, in four to six fathoms of water, where it is somewhat sheltered from the wind by a bluff. Owing to the force of the swell and the suddenness with which the south wind sweeps around the headlands of the Island, and the want of proper buoys, a number of coasting vessels have been wrecked of late years at this port. For the trade of the port, there is a small rude pier constructed which might be improved at no great outlay of labor. From the landing there is a good carriage road to the town, distant about two miles. Large quantities of firewood, bullocks and sweet potatoes are furnished to whalers at this port, and these articles can no where be procured cheaper or better. It is estimated that 10,000 barrels of sweet potatoes are cultivated annually here, which are thought to be the best on the islands. Nearly all the potatoes furnished for the California market are produced here. Koloa has long been noted for its sugar plantations, which are considered the most productive on the group. The mills are at present owned by Messrs. Wood & Burbank, and the produce this year is not far from 200 tons of sugar. The shipment of potatoes, sugar and molasses constitute the chief trade of the port. Its population is about 1000.

NAWILIWILI BAY—is distant from Koloa some twelve miles to the north-east. It is frequented only by coasters. The bar has three to three and a half fathoms on it, and the Bay lies directly open to southeast winds, during which, owing to the heavy swell, it is unsafe for vessels to lie there. The inner harbor, Niumalu, at the mouth of the river, has two fathoms on the bar. There is, however, a circuitous channel of three fathoms leading into it. This is the only safe anchorage in the Bay for vessels during southerly storms. This place is the residence of the governor and judicial officers of the island. The Lihue sugar plantation is also located here.

HANALEI HARBOR is on the north side of the

island, and during the prevalence of the trade wind affords good anchorage for vessels of all classes. It is exposed only to the north-west winds, which however rarely blow here; and even in the strongest west and north-west gales, small vessels with good ground tackle can lie safely under the lee of the reef, opposite the mouth of the river. The view from the anchorage is one of the most picturesque in the world,—towering mountains, covered with woods, cascades, ravines and the Waiole river, with one of the richest valleys in our group, all mingle together in making it a scene of unusual beauty.

The trade of the port is now very limited and is confined to a few coasting vessels, which supply the wants of the natives and the coffee plantations. Whale ships seldom visit the port now. The steamer *West Point* used to make this one of her stopping places in her trips around the island, and a profitable trade was being established by her at the time of her loss. The two largest coffee plantations on the islands are located here, producing annually 150,000 to 200,000 lbs. of coffee. In the neighborhood of the port several thousand head of cattle run wild, and in former years considerable quantities of beef were packed here, but owing to the poor and irregular facilities for sending it to market, it has been entirely broken up.

It was in this harbor in the year 1824, thirty-three years ago, that the Royal Hawaiian brig *Cleopatra's Barge*, "The Pride of Hawaii," was wrecked, the circumstances attending which it may not be amiss to relate here. The wreck is supposed to have occurred solely through the incompetency or negligence of the master, a foreigner. After the natives had brought on shore from the wreck, the spars, rigging and other articles, they attempted to haul up the brig itself. This furnished one of the best specimens of physical force ever witnessed among them.

"They collected from the woods and margins of the river, a large quantity of the bark of the *hibiscus*, and with their hands without any machinery, made several thousand yards of strong rope, such as was then in common use at the islands. Twelve folds of this they made into a cable. Three cables of this kind they prepared for the purpose of dragging up the wreck of the *Cleopatra's Barge* on shore. These three cables were then attached to the mainmast of the brig, a few feet above the deck, leading some distance on the shore towards the mountains, nearly parallel to each other. At the sides of these the multitude were arranged as closely as they could conveniently sit or stand together.

"The brig lay in about ten feet water, and partly on her side which was furthest from the shore, and very near to a reef of rocks rising nearly half way to the surface. Over this reef they proposed first to roll the vessel. Everything being arranged for their great muscular effort, an old but spirited chieftain, formerly from Oahu, called the Wind-watcher, passing up and down through the different ranks, and from place to place, repeatedly sung out with prolonged notes and trumpet tongue, "be quiet—shut up the voice." To which the people responded, "say nothing," as a continuance of the prohibition to which they were ready to assent when they should come to the tug. Between the trumpet notes, the old chieftain, with the natural tones and inflections, instructed them to grasp the ropes firmly, rise together at the signal, and leaning inland, to look and draw straight forward, without looking backwards towards the vessel. They being thus marshalled and instructed, remained quiet for some minutes, upon their hips.

"A man called a *kaukau*, or counselor with the chiefs, whose office it was to rehearse for the encouragement of the drawers, an ancient and popular song, used when a tree for a canoe was to be drawn from the mountains to the shore, rose, and with great rapidity commencing with an address to Lono, the ancient god, rehearsed the mythological song, now in the possession of Judge Andrews, of which the following is a verse:

"Give to me the trunk of the tree, O Lono—
Give me the tree's main root, O Lono—
Give me the ear of the tree, O Lono.
Hearken by night, and hear by day,
O Polihahi—O Poahaha—
Come for the tree, and take to the sea-side."

"The multitude quietly listening some six or eight minutes, at a particular turn or passage in the song indicating the order to march, rose together, and as the song continued with increasing volubility and force, slowly moved forward in silence; and all leaning from the shore, strained their huge ropes, tugging together to heave up the vessel. The brig felt their power—rolled up slowly towards the shore, upon her keel, till her side came firmly against the rock, and there instantly stopped: but the immense team moved on unchecked; and the mainmast broke and fell with its shrouds, being taken off by the cables drawn by unaided muscular strength. The hull instantly rolled back to her former place, and was considered irrecoverable. The interest of the scene was much heightened by the fact that a large man by the name of Kiu, who had ascended the standing shrouds, being near the main-top when the hull began to move, was descending when the mast broke, and was seen to come down suddenly and simultaneously with it in its fall. Strong apprehensions were felt on shore that he was killed amidst the ruins. Numbers hastened from the shore to the wreck, to see the effects of their pull and to look after Kiu. He was found amusing himself swimming about on the seaward side of the wreck, where he had opportunely plunged unhurt, when he was in imminent danger."—*Pacific Commercial Advertiser*.

FUNERAL OF FATHER MATHEW.—"The streets of the city and the road leading to the cemetery were (says the *Cork Examiner*) lined by thousands of anxious spectators, and as the head of the procession slowly appeared in sight a like anxiety and excitement were exhibited to obtain a glimpse of the coffin of one who, in town and country, had won the dearest affections of the people. For hours before the procession left the chapel, the graveyard was being rapidly filled, and when the *cortege* entered the cemetery, there could not positively have been less than from 40,000 to 50,000 persons present. Every alley and avenue of this beautiful burial ground was filled with people, and as the coffin was borne into the yard every head was uncovered, and many a face suffused with tears."

☞ We wonder whether 40,000 or 50,000 persons would have attended the funeral of Father Mathew if he had indulged in the "social glass," as some Protestant and Catholic priests are inclined to do!

A BRIEF COLLOQUY.—"Our doctrine," said a Universalist preacher, "is certainly the most merciful; it embraces in its charity the whole of man, and divests God of all appearance of that severe justice which you say requires him to damn sinners. Surely, if you would consult your peace of mind, you would discard your gloomy Calvinism and embrace it." "True," says the plain Christian addressed, "it seems to be very charitable; but is it true? Suppose I should trust in it, is there any way of rectifying my mistake, if in the other world I should find it to be erroneous? I feel no disposition to hazard my soul, and as Universalism will, if true, cover my case at all events, I will in the meantime, trust to the good old way, of believing in Christ for salvation, and testifying my sincerity by a holy life."

MARINE JOURNAL.

PORT OF HONOLULU, H. I.

ARRIVALS.

- Ap 30—Am bk Metropolis, Preston, fm Columbia River, with cargo of lumber.
30—French corvette *Embuscade*, Pichon, from Bird Island.
30—Ham bk Prospero, Muller, 22 days fm San Francisco, bound to Manila.
1—Am wh sh Mary Ann, Dallman.
2—Am wh bark Silver Cloud, Coggeshall, and Fr wh ship Gen Teste, arrived from windward ports, and sailed for the North.
4—Fr wh ship Caulaincourt, Labaste, 7 mos from Havre, via New Zealand, 360 wh, 20 sp; sailed same day for the Arctic.
6—Am bark Yankee, Smith, 17 days fm San Francisco.
May 7—Am three-masted sch Jenny Ford, M'Carty, fm Teekaleet, Puget Sound, with cargo lumber to Hackfeld & Co.
8—Brem sh Post, Wiegand, 26 days fm San Francisco.
8—2 o'clock P. M., H. B. M.'s steam frigate *Esk*, M'Clure, 39 days from Panama.
(A brig arrived off the port—see memoranda below.)
9—5 o'clock P. M., H. B. M.'s steam frigate *Pearl*, Sotheby, 38 days from Callao.
13—Am wh sh Adeline, Taber, fm Lahaina, sailed same day for the North.
20—Am whaleship Sharon, King, from Lahaina. Sailed same day for Ochotsk.

DEPARTURES.

- May 1—Brigantine *Morning Star*, Moore, for Marquesas.
2—Am wh brig Agate, Comstock, for the Arctic.
3—Brem sh Post, Wiegand, for Hong Kong.
9—Am wh bk James Andrews, for Kodiak.
11—H. B. M. steam frigate *Esk*, M'Clure, for Hong Kong.
13—Haw. schr. E. L. Frost, Austin, for coast of California.
14—Oldenburg bg Kanai, Mammen, for a whaling cruise in Bhering Sea.
14—H. B. M. steam frigate *Pearl*, Sotheby, for Hong Kong.
May 14—H B M steam frigate *Pearl*, Sotheby, for Hongkong.
16—Am barkentine *Genny Ford*, M'Carty, for Teekaleet.
16—Am bark Metropolis, Preston, for Portland, Oregon.
21—Am bark Yankee, Smith, San Francisco.

MEMORANDA.

[From the Marine Report of the Pacific Com. Advertiser.]

Ship *Corea*, last from Talcahuano, where she underwent repairs of injuries received in the ice last season, reports a French whaleship to follow her these islands.

BARK YANKEE REPORTS.—First four days calm—since when experienced light weather. April 21 saw a clipper ship supposed to be the *Flying Dragon* which left San Francisco the 18th ult.; in company 4 days, breeze sprang up passed her. On the 25th ult, saw what was supposed to be a *sea serpent*, came up to it and it proved to be a tree. 29th ult. saw a whale, 10 days from Ochotsk Sea, with 3 irons in him marked "Perkins & Smith, New London." (?)

LAHAINA, May 5, 1857.

Ship *Adeline*, Capt. Asa Taber, of New Bedford, 6½ months out, 200 sperm, at Lahaina May 4; reports that on the 19th March last, lat. 27° S, long. 83° W, fell in with the English ship *Edward Johnson*, Lawson master, of Liverpool, bound for Cork with a load of Guano, 22 days from the Chincha Islands. Eleven days out from the Islands, the *Edward Johnson* sprung a leak which gained so fast that it was with the utmost difficulty and constant pumping of three pumps that she was kept free. The crew were very much exhausted and considered it necessary to abandon the ship immediately. As it was late in the afternoon, 6 P. M., and calm weather, Capt. Taber consented to lay by all night—at 3 A. M., next morning, Capt. Lawson hailed and informed Capt. Taber that the leak was gaining on them. Capt. Taber went on board and succeeded in saving only a few sails and small stores—the ship settling so rapidly, in three hours after leaving her, she plunged forward and went down with all sail set. On the 22d March spoke ship *State of Maine*, of Portland, from Chincha for Cork with guano, and put the captain and officers on board as passengers. The *Adeline* brings 15 of the crew to this port. Yours, &c., GILMAN & Co.

Ship *Adeline* spoke 3 days sail, north of Falkland Islands, bark *N. S. Perkins*, Fish, 65 days from Sandwich Islands, bound home. Exchanged signals, blowing heavy, off Cape Horn, with a ship supposed to be the *Merrimac*, Rice, from Honolulu for New London. April 30, spoke ship *Contest*, Ludlow, from home, for Kodiak direct, 400 whale and 20 sperm.

Clipper ship *Pampero*, Coggins, which sailed hence Dec. 10, with a full freight of oil, arrived at New York March 6, after the remarkably short passage of eighty-five days. The shortest trip, we believe, was made by the *N. B. Palmer* in 80 days. The *Sovereign of the Seas* and *Shooting Star* both made it in 82 days.

Whale ship *Sharon* reports some twenty whalers at Talcahuano, all sperm whalers. April 16, spoke ship *Anaconda*, 70 sperm. The *Sharon* came for a supply of potatoes. Those which she procured at Talcahuano all rotted.

PORT OF LAHAINA, MAUI.

ARRIVALS.

May 2—Am wh bark Vigilant, McCleave, from Tombez, 320 sp.
2—Am wh ship Corea, Fish, fm Talcabana, 100 sp 900 wh.
May 18—Ship Sharon, King, Fairhaven, 64 mos out, 50 sperm,
bound to the Ochootsk.

DEPARTURES.

April 29—Fr wh ship Gen. Teste, Le Mercier, for the north.
May 7—Am wh ship Corea, Fish, for Kodiack.
12—Adeline, Taber, for Ochootsk.
13—bk Vigilant, McCleave.

DIED.

At Koloa, Kauai, on Sunday, May 10, after an illness of four days, of erysipelas, SAMUEL BURBANK, Esq., aged about 40 years, a native of Belgrade, Me.

On Tuesday, May 19, at the residence of his father, in Waikale, Mr. EDWARD H. HUNT, aged 27 years. Mr. Hunt was for several years Clerk of the House of Nobles and House of Representatives.

In Kohala, Hawaii, April 28, FRANCISCO LUISE, a native of Portugal.

In Pakio Valley, Oahu, March 22, Mr. PETER LEONARD, of Philadelphia, aged 42 years. He came to the Islands about two years since, in the bark *Delta*.

In Honolulu, April 4, KELLY NORONA, wife of Henry S. Grant, aged 20 years. She belonged to Kona, Hawaii.

JOSSEPH SILVA, of the bark *James Andrews*, was killed by a whale, March 19, in Margarita Bay. He was a native of the Western Islands.

MARRIED.

In Philadelphia, March 11, Hon. ELISHA H. ALLEN, Minister of Finance of the Hawaiian Government, and Miss MARY H. daughter of the late Frederick Hobbs, Esq. of Maine.

PASSENGERS.

FROM SAN FRANCISCO—per *Yankee*—Miss E K Judd, E B Ford, Dr G W Morse, M C Monsarrat, T H Davies, W Wood, Michael Gilbert, E T Dickinson, M Russell.

FOR PORTLAND, OREGON—Per *Metropolis*—Mrs Von Pfister and 3 children, Mrs Daly and 3 children, Mr Gooding.

FOR SAN FRANCISCO—Per *Yankee*, May 21—D C Bigelow, wife and daughter; Dr Jas R Dow, Jos Booth, wife and child; Dr Hutchinson, H Dickenson, S Hoffmeyer, L H Mandelbaum, Dr Houghton, A Chuck, J M Hanford, Miss Langdon, O R Wood, Capt Coville, H C Shaw, H May, C H Wilcox, G N Morse, G Linn, A Joseph, M M Gower, J W Near, H Henly, T Webb, J Fears, M Segar, G Jones, Capt Stott—31.

Vessels Expected from Foreign Ports.

Am bark Fanny Major, Lawton, would leave San Francisco for this port about May 10, due here the 26th.

Am ship John Marshall, left New York for Honolulu in Jan. Clipper ship Kamehameha IV, Garry, to sail from Liverpool April 20, with merchandise to R. C. Janion.

Brig John Dunlap, Cooke, will be due from Christmas Island about July 1.

Ham brig Hero, Moeller, from Sydney, may be looked for from Sydney by July 1.

Am brigantine L. P. Foster, Johnson, is expected about May 22, from Puget Sound, with a cargo of lumber to Hackfeld & Co.

BIBLE, BOOK AND TRACT DEPOSITORY
SAILOR'S HOME, HONOLULU.

BIBLES, BOOKS AND TRACTS, in the English, French, Portuguese, German, Welsh, Swedish and Spanish languages. These books are offered for sale, at cost prices, by the Hawaiian Bible and Tract Societies, but furnished

GRATUITOUSLY TO SEAMEN.

Also, Office of *The Friend*, bound volumes for sale. Subscriptions received.

N. B.—Seamen belonging to vessels lying "off and on," will be supplied with books and papers, by calling at the Depository, from 12 to 3 o'clock P. M.

S. C. DAMON,
Seamen's Chaplain.

HARDWARE STORE,

ON FORT STREET, NEAR HOTEL STREET.
LOCKS of all kinds, Hinges, Screws, Tacks, Razors, Cut and Wrought Nails, Spikes, Brads, Files, Carpenters' Tools of all kinds, Pocket and Sheath-Knives, Marlinspikes, Caulking-Irons and Mallets, and numerous other articles, for sale at the lowest prices, by (tf) W. N. LADD.

NAVIGATION TAUGHT,

NAVIGATION, in all its branches, taught by the Subscriber. The writer likewise begs to intimate that he will give instruction to a limited number of pupils in English reading and grammar, geography, writing, arithmetic, &c. Residence, cottage at the back of Mr. Love's house, Nuuanu-street.

DANIEL SMITH.

Honolulu, March 26, 1857.

ADVERTISEMENTS.

THE SAILOR'S HOME.



MR. & MRS. THURM, MANAGERS

THE HOUSE IS NOW OPEN FOR THE ACCOMMODATION of Seamen. Board and Lodging will be furnished on the most reasonable terms. The Managers, having for several years kept a private boarding-house in Honolulu, and during that period accommodated many seamen, hope to receive the patronage of the seafaring community. Seamen may rest assured that no efforts will be spared to furnish them a comfortable home during their stay in port. Boarders accommodated by the week or single meals.

Apply for Board at the office, in the dining-room.

INFORMATION WANTED.

RESPECTING CHARLES TWOKEY or TWAY, of Geneva, New York. He sailed in 1850 or 1851, from Calais, Maine, on board the *Tennessee*, bound to the West Indies. He was next heard from on board the whale ship *Neptune*, Capt. Green, in Honolulu, about two or three years after. It is confidently supposed that, if alive, he is on board some whale ship in the Pacific. Should he visit the Islands, he is requested to call upon the Seamen's Chaplain; or, should this notice meet his eye, to write to the Chaplain, or communicate with his sister, Miss A. T. Ending, in Geneva, N. Y.

—ALSO—

Respecting a sailor by the name of PARTRIDGE, whose friends reside in West Eaton, N. Y.

—ALSO—

Respecting JOHN WHARRIE or McWHARRIE, who left some one of Elias Perkins' whaling vessels, at Honolulu, in 1853 or 1854.

—ALSO—

Respecting W. S. Harru, reported to have jumped overboard from the whale ship *Good Return*, Capt. Wing, on the 29th of March, 1856, while the vessel was lying at anchor in, or lying off and on the port of Honolulu. Any information relating to this young man will be most gladly received by the editor of the *Friend*. 6-tf

LETTERS

AT THE CHAPLAIN'S STUDY—For Thomas Sigison Coner, Charles F. Kane, Jos. Perry, and two for George H. Lawson, William H. H. Fuller, Charles Shepherd, ship *Japan*, E. Wheelock Church, ship *Milton*.

NOTICE.

A LETTER WITH A DAGUERREO-TYPE, addressed to Mr. H. Bingham, Honolulu, Sandwich Islands, from Lagrange, Georgia, U. S., and received at the Post-office in Honolulu Jan. 20; upon being opened by Hiram Bingham, junr., is discovered to be addressed to Mr. Howell Bingham, from Benjamin H. Bingham and D. B. Jeter.

The letter and package may be found at the Post-office. Honolulu, April 27, 1857.

THE READING-ROOM

AT THE SAILOR'S HOME IS OPEN, AND free to the public; and all seamen visiting this port, are especially invited to make it a place of resort, whether they board at the Home, or other boarding-houses in Honolulu, or are connected with the shipping. During the shipping season it will be lighted evenings.

Seamen visiting the Reading-Room, and desirous of writing letters, will be furnished with "pen, ink and paper," gratis, by applying to the person having charge of the Room. tf

IRON HURDLES

FOR SALE at the Hudson's Bay Company's Store, eight feet long—three dollars each. tf

ADVERTISEMENTS.

NOTICE TO WHALEMEN.

MACY & LAW,

—DEALERS IN—

WHALEMEN'S SUPPLIES AND GENERAL MERCHANDISE,

Kauaihae, Hawaii.

CONSTANTLY ON HAND a good supply of Hawaiian beef, potatoes, hogs, sheep and numerous other articles required by whalemens. The above articles can be furnished at the shortest notice and on the most reasonable terms in exchange for bills on the United States or orders on any merchant at the Islands. No charge made on inter-island exchange.

Beef packed to order and warranted to keep in any climate. 3-tf.

B. W. FIELD,

COMMISSION MERCHANT,
HONOLULU, OAHU, H. I.

By Permission, he Refers to

C. W. Cartwright, President of Manufacturers' Insurance Company, Boston;

H. A. Pierce, Boston;

Thayer, Rice & Co., Boston;

Edward Mott Robinson, New Bedford;

John W. Barrett & Sons, Nantucket;

Perkins & Smith, New London.

B. F. Snow, Honolulu.

SAM'L N. CASTLE.

AMOS S. COOKE.

CASTLE & COOKE.

IMPORTERS AND WHOLESALE AND RETAIL

DEALERS IN

GENERAL MERCHANDISE,

At the old stand, corner of King and School streets, near the large Stone Church. Also, at the Store formerly occupied by C. H. Nicholson, in King street, opposite the Seamen's Chapel.

G. P. JUDD, M. D.,

PHYSICIAN AND SURGEON,
HONOLULU, OAHU, S. I.

Office, corner of Fort and Merchant streets. Office open from 9 A. M. to 4 P. M.

B. PITMAN,

DEALER IN

GENERAL MERCHANDISE, AND
HAWAIIAN PRODUCE.

BYRON'S BAY, HILO, HAWAII, S. I.

All Stores required by whale ships and others, supplied on reasonable terms, and at the shortest notice.

WANTED—Exchange on the United States and Europe. Oct. 2, 1854.

E. HOFFMANN,

PHYSICIAN AND SURGEON,

Office in the New Drug Store, corner of Kahu-manu and Queen streets, Makee & Anthon's Block Open day and night.

GILMAN & CO.,

Ship Chandlers and General Agents,
LAHAINA, MAUI, S. I.

Ships supplied with Recruits, Storage and Money.

C. H. WETMORE,

PHYSICIAN AND SURGEON,
HILO, HAWAII, S. I.

N. B.—Medicine Chests carefully replenished, and on reasonable terms.

J. WORTH,

HAVING established himself in business at Hilo, Hawaii, is prepared to furnish ships with Recruits, on favorable terms for Cash, Goods or Bills on the United States.

THE FRIEND:

A MONTHLY JOURNAL, DEVOTED TO TEMPERANCE, SEAMEN, MARINE AND GENERAL INTELLIGENCE,

PUBLISHED AND EDITED BY

SAMUEL C. DAMON.

TERMS:

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| One copy, per annum. | \$2.00 |
| Two copies, " | 3.00 |
| Five copies, " | 5.00 |

THE FRIEND.

New Series, Vol. 6, No. 6.

HONOLULU, JUNE 25, 1857.

{Old Series, Vol. 14

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THE FRIEND.

HONOLULU, JUNE 25, 1857.

Female Education among Hawaiians.

While much has been said and written upon the subject of education at the Sandwich Islands, unless we are greatly mistaken, there is one department which has been lamentably overlooked, especially of late years. The American Board is supporting a school for boys at Hilo, Hawaii, and another at Waiole, Kauai; the Government is sustaining the Seminary at Lahaina-luna, Maui, and the Royal School at Honolulu; but all these schools are for males. No schools or seminaries, of corresponding rank, exist for the education of females. They are left to gather a meagre education from the common schools, or those for English, and to schools exclusively private. Is this right? Is it doing justice to the female portion of the native population? We do not complain that so much is done to educate the boys, but we do lament that more is not done to educate the girls of this nation. Is not here to be found a fruitful source of the low state of morals and female virtue among Hawaiians? We would call the attention of the guardians of education to this subject. It should have been more carefully discussed at the late meetings of the Missionaries. The Board of Education should take immediate action. Where there is a will there is a way. No wonder the patrons of the "hula" find victims, while the professed friends of the Hawaiian race are doing so little to educate the female portion of the people. We trust that, very soon, we shall be permitted to witness some well-concerted and wise-directed movement upon this subject. Speak out, *Advertiser* and *Polynesian*.

The Seamen's Chaplain would acknowledge a donation of books and pamphlets, for distribution among seamen, from Rev. E. Johnson, Kauai.

Death of Judge Lee.

This event occurred on the 28th ult., at his residence, in Hotel street. The funeral exercises took place on the following Sabbath, at the Stone Church, and were numerous attended, by foreigners and Hawaiians, including His Majesty, Officers of Government, and members of the Bar. In the evening of the same day, funeral discourses were delivered in the Seamen's Chapel and the Fort street Church. Resolutions, embodying sentiments of the highest respect and esteem for the eminent services and character of the deceased, have been passed by His Majesty's Privy Council, Members of the Honolulu Bar, the American Club and the foreign residents of Lahaina. These have been published in the *Polynesian* and *Advertiser*. His remains, for the present, are deposited in the Royal Tomb, to await their removal to the United States.

It has been our privilege to have been acquainted with the deceased from his first arrival, in October, 1846, down to the close of his useful life. If we had not already, in a public manner, given utterance to our views of the public career and private life of the late Chief Justice, we should now enter much more fully into the subject. We would add, however, that in the death of Judge Lee, the Hawaiian Government and the community have sustained a great loss. He was just one of those rare men, whose sterling common sense, sound judgment, practical education and Christian virtues rendered him a most useful public officer and valuable citizen.

Letters have been received by Capt. Spencer, Gilman & Co., and the Seamen's Chaplain, in Honolulu, making special inquiry respecting William S. Haven, jr., of Pittsburgh, Pennsylvania, who left New Bedford in 1855 as a seaman on board the whale ship *Good Return*, Capt. Wing. The master of the *Good Return* reports that said young man left his ship while she was lying "off and on" at this port, in the month of March, 1856. It is now earnestly desired by the afflicted father to learn whether his son ever reached the shore, and if so, whether he is still alive.

The facts, as far as we are able to ascer

tain them, are as follows: in the month of March, 1856, from two whale ships lying off this harbor young men deserted. From the *Northern Light*, Capt. Chappel, a young man by the name of Stacy deserted. This man reached the shore and was subsequently placed by the Consul at the hospital. The following paragraph, published in the *Friend* of April, 1856, relates to Stacy:

"A GOOD SWIMMER.—A sailor belonging to a whale ship, when off "Diamond Head," a few days since, jumped overboard about eight o'clock in the evening. He took a small board and upon it endeavored to reach land. The tide or current was so strong against him, that he could not make much headway. While struggling with the waves a shark paid him a visit, and nibbled off one of his fingers, and also caught away his plank, but that he recovered. After a nine hours swim, he was picked up by another vessel, and brought to Honolulu the next morning."

Subsequently Stacy shipped in the *Red Gauntlet* and sailed for China, but no further intelligence has been heard from him.

The other young man by the name of William S. Haven, jr., left the *Good Return*. Said ship proceeded to Kauai, from whence Capt. Wing addressed a letter to Mr. Parke, the Marshal, reporting him, and requesting that if he reached the shore, he might be provided for. Mr. Parke reports that he made every possible enquiry respecting said Haven, among natives and foreigners, but could learn nothing. Under these circumstances we are compelled to infer that he must have been drowned. We publish these statements hoping that, if we are mistaken, some person will not fail to forward the much desired information.

DULL TIMES.—Times are very dull in Honolulu, as every body knows, and editors more especially. As a signal proof of the dullness just now, we would state the following: on calling at the book store for Peter Parley's new work, we were informed that it was purchased by that ever-busy, ever-active, ever-on-hand shop keeper, well known in our community as the man with the "black bag." Times must be dull if this man sits down to read Peter Parley! We are glad, however, to know that our merchants and clerks are inclined to improve their leisure moments in reading.

The Sixteenth Annual Report of the Hawaiian Tract Society.

During the past year a room in the Sailor's Home has been fitted up at an expense of \$150 on the part of this Society for a depository, and it greatly promotes the convenience of our tract operations. Hitherto it has not been so largely furnished with reading matter as the wants of the community demand; but hereafter we hope and expect that it will be more abundantly supplied. Orders for books and tracts to the value of more than \$1000 have been sent to the Parent Society in the United States, but up to the present time they remain unfilled. When these works are received our depository will be well stocked with a large assortment of the choicest of the American Tract Society's publications. During the last shipping season the depository was under the care of Mr. Peterson, one-fourth of whose time was hired for that purpose by your directors.

The amount of printed matter put in circulation by us during the year now under review, as near as can be ascertained, is as follows, viz.: in English 911 volumes of books, 63,800 pages of tracts and 200 Christian Almanacs; in German 214 volumes of books, 37,600 pages of tracts and 50 Christian Almanacs; in French 211 volumes of books and 18,500 pages of tracts; in Spanish 179 volumes of books and 14,600 pages of tracts; in Portuguese 150 volumes of books, 15,200 pages of tracts and 100 tract primers; in Danish 64 volumes of books and 14,600 pages of tracts; in Swedish 31 volumes of books and 4,000 pages of tracts—making in all 1760 volumes of books, 168,300 pages of tracts, 250 Christian Almanacs, and 100 tract primers.

The cost price of these publications was \$541 60. The amount received for those sold in Honolulu was \$85 77, and for those sold in Lahaina \$13 37. The remainder of these publications, comprising the larger part of them, were distributed gratuitously, mostly among seamen in Honolulu, Lahaina and Hilo.

It deserves to be remembered that a very small part of these publications have been used for the residents of the town. Nearly all of them have been distributed among seamen and other transient visitors from eight different nations in distant quarters of the globe. It ought not to be expected, therefore, that this infant community, now struggling so hard amid its weakness and want, to lay the first foundations of its own religious and literary institutions, should defray the whole expense of supplying the demands of all these thousands from other lands. The work belongs not merely to us but to all Christendom, and ought not to be thrown entirely on our hands. We ought indeed to do all in our power to

advance it, and our past course proves that we are disposed to do so, but it is impossible for us, with our own pressing wants and limited means, to discharge the duties and bear the burdens of the whole work. The most that can reasonably be expected of us is, that we supply with our money the wants of our own destitute population, and by our personal services assist in circulating among these thousands of transient visitors, who throng our shores, the publications furnished gratuitously by the benevolence of those lands, from whence these thousands come. To require of us more than this, is to find for our shoulders burdens, which neither we nor any other people are able to bear.

Hitherto our labors have been mostly among seamen. During the last year especially the residents have not received from us that degree of attention which their wants demand. It would seem to be desirable that some judicious plan for general tract distribution be devised for the town, and especially, that it be regularly and faithfully carried into effect. Could this be done it would certainly add greatly to the usefulness of this Society and to the character and permanent interests of our young and growing city.

All of which is respectfully submitted.

J. D. STRONG, Secretary.

Honolulu, May 28, 1857.

REPORT

Of the Exploring Voyage of the Schooner "Manuokawai," Capt. Paty.

The schooner *Manuokawai* has visited Kauai, Nihoa or Bird Island, Necker Island, Gardner's Island, Laysan's Island, Liscanskey's Island, and Pearl and Kerm's Reef or Group. Also run over the location (according to Blunt's charts,) of Pollard's Island, Neva Island, Bunker's Island, Massachusetts Island, and passed near Philadelphia Island, without seeing the appearance of land. They do not exist, or their location on the chart is erroneous.

NIHOA OR BIRD ISLAND—is N. W. by W. $\frac{1}{2}$ W. 244 miles from Honolulu. This is a precipitous rock 400 feet high, $\frac{1}{2}$ miles long, and about $\frac{1}{2}$ a mile wide; the north side is nearly perpendicular; on the south side is a small space of sandy beach, where boats may land in smooth weather; although I think it seldom a boat can land there with safety. Near the beach is a small drain of fresh water. About a dozen of seal were on the beach, and birds were plentiful about the Island. There is anchorage from $\frac{1}{4}$ to 2 miles off the south side, in from 7 to 17 fathoms of water on sand. Plenty of sharks about the anchorage.

NECKER ISLAND—W. by N. $\frac{1}{4}$ N. from Honolulu 403 miles, is also a precipitous rock, 300 feet high, 1 mile long and $\frac{1}{2}$ a mile broad, with small patches of coarse grass on its surface. I could not see any landing place for boats, as the surf broke high all around it. A bank of sand and rocks make off to the south and west, I should say 6 or 8 miles or more. I had 18 fathoms water 2 miles off, the island bearing N. E.

GARDNER'S ISLAND—W. N. W. from Honolulu 607 miles. This is merely inaccessible rocks, 200 feet high, extending North and South, about one-sixth of a mile. A bank extends off to the south and west some 15 or 20 miles; the bottom seemed to be detached rocks, with sandy spaces between. Had 17 fathoms

of water 10 miles south of the Island. I think fish are plentiful on this bank.

LAYSAN ISLAND—W. by N. $\frac{1}{4}$ N. from Honolulu 808 miles. This is a low sand island, 25 to 30 feet high; 3 miles long and $\frac{1}{2}$ broad. The surface is covered with beach grass; half a dozen small palm trees were seen. It has a lagoon in the center, 1 mile long and $\frac{1}{2}$ a mile wide, of salt water, and not a 100 yards from the salt, abundance of tolerable good fresh water can be had by digging 2 feet, and near the lagoon was found a deposit of guano. The Island is "literally" covered with birds; there is, at a low estimate, 800,000. Seal, turtle and fish were numerous on the beach, and might be easily taken. These animals were evidently unaccustomed to the sight of man, as the seal and turtle would scarcely move at our approach, and the birds were so tame and plentiful, that it was difficult to travel without stepping upon them. The gulls lay enormous large eggs, of which I have a specimen. A bank of rocks and sand extends off to the south and west 6 or 8 miles or more. Good anchorage can be found on the western side of the island from 4 to 20 fathoms, by selecting a sandy spot to anchor upon, from $\frac{1}{4}$ to 2 miles from the beach. The best landing is about one-third of the distance from the northern to the southern point of the island, where there is a very smooth sand beach.

LISCANSKEY'S ISLAND—W. by N. $\frac{1}{4}$ N. from Honolulu, 922 miles. This is a low sand island, elevated from 20 to 40 feet above the sea; it is of a triangular form, $\frac{1}{4}$ miles long, and the northern part one mile wide. The surface is covered "almost" with green grass. There is what has been a lagoon near the southern part of the island, in the center of which fresh water was found by digging five feet. Birds, fish, seal and turtle abound here, but not so plentifully as at Laysan Island. The island is surrounded with detached rocks; and from the E. S. E. to S. W. make off as far as the eye can reach. Good anchorage will be found by getting the south point of the island bearing E. $\frac{1}{2}$ S., and steering or working for it; in doing this you will pass between two large breakers, bearing north and south of each other, about $\frac{1}{2}$ of a mile apart and two miles from the land; after getting inside of the breakers, you can anchor in from four to eight fathoms, on sandy spots, $\frac{1}{4}$ to $\frac{1}{2}$ miles from the beach. Your anchors should be furnished with good buoy ropes; and, if necessary, you can anchor outside of the reef.

On the island I found the remains of three casks, a spar, which had been used as a lookout staff, a few pieces of timber, and part of an old cook-house or galley, on which was carved *Holder Borden* and several other names.

By a statement in the *Friend* of November, 1844, I supposed the *Holder Borden* was wrecked on an island about one degree west of this, and by putting confidence in Capt. Pell's correctness, as to locality, I lost three days of time in looking after it. I can safely say that Pell's Island does not exist in this ocean. The forty domesticated ducks Capt. Pell speaks of must have reassumed their roving propensities, as I did not see the sign of one on the island. I have understood that Capt. Pell planted some coconuts on the island in 1844; not any sign of them exist now in 1857, or any vegetation, except coarse grass and a small running vine. I planted a handful of white beans, and half a dozen Irish and sweet potatoes. I made the latitude of the island $23^{\circ} 00' 30''$ N., and longitude by chronometer $173^{\circ} 57'$ W.

We sailed nearly around Pearl and Kerm's Reef, and saw six small islets which appeared to be located some distance inside of the reef, in what seemed to be a large lagoon, and seemed to abound with birds, seal, and turtle. No safe anchorage outside of the reef.

Center of the reef is in lat. 27° 43' N. and long. 175° 48' W.

A considerable portion of the time absent has been consumed in looking after islands and banks which do not exist, or are erroneously marked on Blunt's charts.

I would tender my thanks to Mr. Rowell of Waima, Mr. Wundenberg and Mr. Kellet of Hanalei for supplies received from them.

JOHN PATTY.

Presentation of a Bible.

On Tuesday morning, May 26th, His Majesty received the American Missionaries at the Palace, and during the interview a beautiful Bible was presented to him from the American Bible Society. That society have lately prepared an edition of the Bible to be presented to each of the reigning sovereigns of the world. We have seen notices in late American and European papers, of these presentations. The copy given to His Majesty was received by the packet *Morning Star*, and is a large and handsome book, bound in dark Morocco, with gilt finish. It is enclosed in a rosewood box. Mr. S. N. Castle made the presentation on the part of the Bible Society, accompanying it with the following remarks:

I must beg the indulgence of Your Majesty in detaching to the few brief remarks which I have to offer on this occasion. I not only desire that they may be acceptable to Your Majesty, but meet the approbation of the King of Kings, before whom kings and subjects stand on one common level, and at whose august Tribunal they must alike give up their account.

MAY I PLEASE YOUR MAJESTY:—By the request of the Secretary of the American Bible Society, I have the honor and the pleasure of presenting to your Majesty a copy of the Holy Scriptures, the gift of that noble institution, together with a letter in its behalf from its revered and honored Secretary.

This Society is not altogether unknown to your Majesty. It is an honored member of the great family of benevolent societies, whose object is to give the Gospel to the whole race of man. The special mission of this institution, in cooperation with other kindred societies, is to carry the Word of God to every nation and people in its own tongue, that all may be partakers of its blessings.

The British and Foreign Bible Society may be said to stand at the head of this noble class of institutions. Since its formation, the Scriptures have been translated into one hundred and forty-eight languages and dialects, one hundred and twenty-one of which were previously unknown, and twenty-five had existed without an alphabet; and more than forty-three millions of copies have been circulated amongst not less than six hundred millions of people.

The errand of these Societies is one of peace and good will to men. Bound, indeed, to universal conquest, the triumph of the Bible is not that of arms. Unlike the progress of earthly conquerors, its onward march is heralded by no confused noise of tramping and prancing of horses, no roar of artillery, no clangor of arms, no groans of the wounded and dying, no garments of warriors rolled in blood, but it comes noiselessly, winning its way to the heart. Its triumph is the triumph of love.

The Bible is the harbinger of civil and social blessings. Its teachings, received and obeyed, bring joy and gladness into the family, the community, the body politic. It makes good husbands and wives, parents and children, brothers and sisters, neighbors and friends, Kings and subjects. It is adapted to all classes—the high and low, the rich and poor, the learned and the unlearned, the King on his throne and the peasant in his cottage. It comes with blessings to all. Darkness, before it, brightens into day. Civil and religious despotism flee its approach, for it bears upon its pages the rich treasures of civil and religious liberty. It teaches that rulers must be just, ruling in the fear of God; and the reciprocal duty of obedience to righteous and just laws, upon the part of the ruled. Of its power to bless and renovate, your Majesty has ocular demonstration in the condition of your own people. Scarcely has a generation passed away since the first glimmering of its beams fell upon these Isles, shrouded in the long night of ages. What were

they then? Barbarous, benighted, without any knowledge of the true God, without schools, or books, or churches, with a despotic Government and priesthood, with whose bloody rites mingled, at times, the cries of human victims with gods upon whose altars flowed their blood. What are they now? Barbarism and darkness have fled away. The true God is known and worshipped, schools, and books, and churches, fill the land. Upon their altars smoke no bloody sacrifices, but from them ascends the grateful incense of prayer and praise to Him who has proclaimed peace and good will to men. A constitutional Government and just laws have arisen for the mutual benefit of King and people. How great the change! In vain shall we scan the pages of history to find its parallel, in the brief period of time which has elapsed during its progress.

What has produced this change? I answer, the Bible. Yes, the Bible given to this people by the American Bible Society, and I digress to say that we have with us, to-day, one of the honored surviving patriarchs who has seen it all; yea, more, has aided through it all; nor would I forget those female helpers, who, thirty-eight years ago, in the vigor of youth, embarked in an untried, and what was then by many regarded as a hopeless enterprise, who forsook the endearments of home and civilization, and, with a moral courage not inferior to that physical courage displayed on the fields of Inkerman and Balaklava, dared the dangers of a vast ocean, which no civilized female had traversed before, that they might do good to their race. Venerable men and women, we will rejoice with you in the reward you are receiving to-day. Pardon this digression, for it seemed in harmony with the subject to refer to those who had been largely instrumental in producing this change.

But, whilst such are the blessings which flow from the Bible, it also says that sin is a reproach to any people, and the nation and kingdom that will not serve the Lord shall perish. It has temporal blessings and temporal judgments. It has likewise those which belong to the world to come. It brings life and immortality to light. It reveals the only Savior who can deliver from the wrath to come. It opens up the only pathway of our fallen race to the rest of the heavenly Jerusalem. To those who embrace and obey it, its blessings are unspeakable. To those who reject it, its denunciations are fearful.

Such, Sire, is the book which, in the name and on behalf of the American Bible Society, I have the honor of presenting to your Majesty to-day; and permit me to add the assurance of the earnest prayers of the donors, as well as of every Christian heart, that it may be received as your guide; that, practising its precepts in the administration of your Government as well as private life, you may escape its denunciations and participate in its blessings, both in this life and that which is to come.

HIS MAJESTY'S REPLY.

The volume you present me in behalf of the American Bible Society, and the letter with which it is accompanied, I receive with a mingled feeling of pleasure and reverence. When I remember the moral illumination and the sense of social propriety which have spread throughout these islands, in proportion as the Holy Scriptures have been circulated, I cannot but admire and respect the human agency through which Providence has effected its benign purpose. But of all the members of the institution, there is none with whom I could more gladly find myself in communication than the Secretary, whose labors have won for him a name among Christian philanthropists which might excite a world to emulation.

I will not attempt to echo the tone of fervent admiration and gratitude with which you allude to the happy changes effected by the dissemination of God's Holy Word. But from the position I occupy, the facts meet me whichever way I turn my eyes. I see them every day and every hour. I see principles taking root among my people that were unknown, and unintelligible to them at that dark period of our religious history to which you have referred. They have now a standard by which to judge of themselves and of each other as members of society. Without that standard no law but the law of autocratic power could have ruled them. Its absence would have rendered the gift of free institutions, such as they now enjoy, a worse than useless act of magnanimity on the part of my predecessors. The commerce and intercourse with other countries to which we owe our present prosperity would have been checked by numberless difficulties. In one word we see through all

our relations the effect of those aspirations and principles inculcated by this sacred volume.

I should be wanting to myself did I not express the gratification I feel in seeing here present some of those who were the first to labor in the vineyard. Although they look for their reward elsewhere, they will not reject my passing tribute of respect. Their labor has been long and their anxiety great, but their constancy and patience have equaled the emergency. The result of their life's work may even disappoint them if they judge it by the anticipation of their more sanguine years. Yet, in their decline of life, they see some of the fruits they prayed for, and they will not complain, when they remember that the measure of their success is from above.

Allow me to thank you for your personal share in the presentation, and through you to express my kindest acknowledgements to the American Bible Society.

[The copy of the above address is in His Majesty's hand writing, and was written by him at very short notice on the morning when it was delivered. The manuscript contains but one correction or alteration, and it, as well as the address, is a credit to its author.]

ANNIVERSARIES.

The annual meetings of our various benevolent societies were held at the Bethel during the last week of May. The attendance was not so numerous as in former years. We can only give a brief report of each.

HAWAIIAN MISSIONARY SOCIETY.—The annual meeting was held on Tuesday evening May 28. A long and very interesting report of the doings of the Society, and of the present condition of the Marquesas and Micronesia missions, was read by the Secretary, Rev. L. Smith, who visited the former mission during the summer of 1856. The treasurer's report was read by Samuel N. Castle, Esq. From it it appeared that the total receipts of the society during the year had been \$3446, including a balance from the former year of \$496 96. The total expenditures had amounted to \$3386 32, leaving in his hands on the 31st of May, \$59 68.

This society has recently been incorporated by the Government, which has granted them a liberal charter. The first election of officers of the society, under this charter was held June 5, at which the following gentlemen were chosen:

President, REV. ASA THURSTON,
Vice President, REV. S. C. DAMON,
Recording Secretary, REV. E. W. CLARK,
Corresponding Secretary, REV. LOWELL SMITH,
Treasurer, SAMUEL N. CASTLE,
Auditor, GEO. M. ROBERTSON,
Directors, J. T. WATERHOUSE, G. P. JUDD, W. GOODALE.

BIBLE SOCIETY.—On Wednesday evening, May 27 this society held its annual meeting. From the report of the secretary, it appeared that during the past year, there had been sold and donated 772 bibles and 164 testaments, in ten different languages, viz: English, French, German, Portuguese, Spanish, Russian, Welsh, Swedish, Danish and Hawaiian. The treasurer's report shows the receipts for the year to have been \$631 06; expenditures \$448 06, leaving a balance on hand of \$183, which has since been increased by a collection at the Fort-street church to \$289. Besides this there is in the treasurer's hands the sum of \$800 13 for the employment of a colporteur among the Chinese.

The following officers were elected for the ensuing year:

President, DR. R. W. WOOD,
Vice Presidents, GEO. M. ROBERTSON, G. P. JUDD,
Secretary, REV. S. C. DAMON,
Treasurer, A. S. COOKE,
Executive Committee, I. BARTLETT, R. ARMSTRONG, W. H. JOHNSON.

TRACT SOCIETY.—On Thursday evening, the 28th May, this society met. The secretary's and treas-

urer's reports were read, and a warm discussion took place on the subject of rendering the society more useful. It was proposed, and finally resolved, to employ a colporteur during the fall and winter months, for which object about \$160, were pledged at the meeting. The report of the treasurer shows the receipts for the year to have been \$467 30; and the expenditures \$339 80; leaving on hand a balance of \$127 50. The following officers were elected for 1857-8:

President, A. BISHOP,
Vice President, E. O. HALL,
Treasurer, L. CHAMBERLAIN,
Secretary, J. D. STRONG,
Executive Committee, S. C. DAMON, W. S. TURNER, W. H. JOHNSON,
Preacher, B. W. PARKER,
Substitute, A. THURSTON.

FIRE DEPARTMENT.—At a meeting held on Thursday, June 4th, the Department was organised as follows:

| | | |
|-------------------|----------------------|--------|
| A. J. CARTWRIGHT, | Chief Engineer, | |
| B. F. SNOW, | 1st Ass't. | " |
| W. F. ALLEN, | 2d " | " |
| W. E. CUTRELL, | Foreman | No. 1. |
| R. GILLILAND, | " | No. 2. |
| WM. DUNCAN, | Ass't. | No. 2. |
| A. J. McDUFFEE, | Delegate from No. 1. | |
| J. S. SMITHIES, | " | No. 2. |

FIRE WARDENS.

| | | |
|----------------|--------------|--------|
| WM. WOND, | for District | No. 1. |
| J. I. DOWSETT, | " | No. 2. |
| GEO. CLARK, | " | No. 3. |
| A. McDUFFEE, | " | No. 4. |

We hope that housekeepers and residents will bear in mind that it is made the duty of the fire wardens to visit every dwelling and store in their districts, and see that each is provided with buckets as required by law, and also to inspect cookhouses, stoves and fire-places, in order to guard against causes of fire. These visits of the fire wardens should not be looked upon as intrusions, but as necessary regulations.

MARINE TELEGRAPH.—We learn from the *Commercial* that our enterprising merchants and others have been contributing quite liberally, for the establishment of a Marine Telegraph. Hereafter we shall know when vessels are approaching the islands, so that they will not take us altogether by surprise, as they come around Diamond Head. A table showing the meaning of the various signals, has been published, and is for sale at the Post Office. These telegraph arrangements appear to have been undertaken by Mr. Jackson, the Postmaster-General, to whom the public is also indebted for the efficiency and order, which now characterise the Post Office department.

NEW APPOINTMENTS.—We learn from the *Polynesian* that the Hon. E. H. Allen, late Minister of Finance, has been appointed Chief Justice and Chancellor of the Hawaiian Kingdom, Prince Lot has been appointed to the office of Minister of the Interior and His Excellency John Young, has been appointed King's Chamberlain.

On Sabbath morning, May 31, the Rev. A. Bishop preached the Annual Sermon before the Hawaiian Bible Society, at the Fort street Church. The Bethel and Methodist congregations joining in the exercises.

It has been announced that the Rev. Mr. Armstrong will leave in the next California vessel for the U. States. The primary object of his visit is announced to be the endowment of Oahu College. This is an enterprise in which, we hope, he will succeed. Unless funds are raised, we do not see how the institution can be re-opened. The simple facts, as stated by Mr. A. at a late meeting in the Fort Street Vestry, are as follows: The land (400 acres), buildings, heeds, improvements, &c., &c., are now valued at \$30,000. The Hawaiian Government has pledged (on condition that an endowment of \$50,000 raised) - 10,000. The American Board of Missions, - 5,000.

Thus it would appear that \$35,000 is requisite to be raised. The institution will then be endowed with a fund of \$50,000. This may be considered a good beginning. Most sincerely we hope the requisite amount may be raised. The time was when the early colonists of America appealed to England for the endowment of "Harvard," "Yale," and "Nassau Hall." The time is now when "Western" Colleges are appealing to the older portions of the country for endowments. These appeals have almost always been successfully made. May we not hope that the appeal for the endowment of "Oahu College" will be successfully made? Have not some merchants who have become "princely" rich in the Sandwich Islands trade, a few thousands for this purpose?

EXAMINATION OF SCHOOLS.—Within a few days it has been our privilege to attend the examination of the Royal School, and the Honolulu Free School, (formerly Oahu Charity School). Verily, a school-teacher toiling from day to day to impart the rudiments of an English education to the children of our city, deserves to be well paid, and merits the gratitude of parents. Our readers will, of course, understand us as referring to the faithful teacher, as we believe the teachers of these schools really are. It is a trying and responsible work, but still encouraging. We can speak of improvements, for we know what these schools were, and what they are now. The Royal School is made up almost exclusively of the more advanced pupils, gathered from the native schools in which the English language is taught. Most of the scholars in this school now speak the English language with propriety and distinctness. The Honolulu Free School is made up of pupils gathered from various sources. It would be difficult to determine exactly how many nations are there represented. We have frequently visited the school for the last fifteen years, but never saw it appear better than it did on the day of its last semi-annual examination.

The sum of all things is to serve God well and do no ill thing.

Chinese Colporteur.

It will be recollected by the members of the Hawaiian Bible Society, that the preliminary steps were taken, one year ago, for procuring a Chinese Colporteur. Funds for this purpose were pledged. At the late meeting of the Hawaiian Bible Society, the Secretary reported as follows:

"As authorized by the Executive Committee, I wrote, August 1st, 1856, to the Rev. E. Doty, of Amoy, and to S. W. Williams, Esq., of Hongkong, forwarding the sum of \$286 to pay the passage of the Colporteur from China to the Sandwich Islands, via San Francisco, and meet other necessary expenses. No reply was received to these communications until a few days since, when a letter came to hand from S. W. Williams, Esq., from which I quote as follows:

MACAO, Jan. 31, 1857.

Your favor of August 1, 1856, was received in September last, together with a sum of money in Mexican dollars and French five franc pieces, which, altogether, brought \$261 38, making a loss of \$24 62 on the amount stated in your letter, of \$286. From your calling them all dollars, we suppose the two coins pass for the same value in Oahu; but here the Mexicans are proportionately worth the most, as they are also really.

As soon as the letter was received, the note from Mr. Speer and a letter from Mr. Macy, of this Mission, were sent to Mr. Doty, at Amoy, who replied that he had no Colporteur to spare to send to Oahu, and did not wish to receive the money for the purpose. He may have written directly to you more fully, but the reasons he stated were briefly that none of the members of the church at Amoy, who were at all fit for such a mission, could be spared, as they were most actively engaged in the service of the mission; and furthermore, that, as no one in Oahu could speak Chinese well enough to supervise, counsel and encourage him, it was unwise to send one yet awhile.

Nor have we any person in this part of China who is fit, by grace, acquirements or desire, to answer this good call, and follow their countrymen to the Isle of Sandalwood, (as they call Hawaii) and teach them the fashion of the God of that land, how to serve him who made the sun and all things, and fills their hearts with food and gladness. Perhaps this God has sent them to you to save the Christians in Hawaii the trouble of coming here to do this, and, as He has not prepared a messenger to answer your call, belike he will raise himself up another Bartemeus or a Kevoork to teach these wandering miscalled celestials the way to heaven. I hope your good designs will not be frustrated.

We would add that at the late meeting of the H. B. Society, it was voted to continue efforts for securing a Chinese Colporteur, and that the money contributed last year for this purpose be kept sacred.

He who says in his heart, "I will be useful to my race," ought to begin by mastering the knowledge of himself.

☞ In a late communication from Mr. Hunnewell, of Boston, we meet with the following paragraphs relating to the early history of printing in this quarter of the world. We are confident that these remarks will be read with interest, and may lead to further discussion :

**The Great Engine for Good and Evil.—
The Printing Press.**

When did it *first commence* its operations on the shores of the North Pacific Ocean? If this question could be decided for a certainty, would it not be well to mark that period, for the satisfaction of printers, and others that may come after us, before the precise time is lost in the distant past? If you deem this enquiry of interest enough to do it, please start the question in your paper, or other-ways.

I am led to this enquiry from the fact that I have before me a *small* piece of printed paper, headed "Lesson 1," which is the *third* impression ever struck off on the printing press brought out by the American Missionaries in the brig *Thaddeus*, and was landed at Honolulu in April, 1820, but was never set up and put into operation until the afternoon of the 7th January, 1822; this was in a thatched house standing a few fathoms from the old mission (frame) house. The old press was not unlike the old one used by Benjamin Franklin when he first worked as apprentice. His Excellency, Keimoku, with some other chiefs and people, Mr. Loomis, the printer, (who had just completed setting it up) Rev. Hiram Bingham, two American ship-masters and myself were present. The Rev. Hiram Bingham and myself, as far as I know and believe, are the only persons now living that were present. Mr. B. requested Mr. Loomis to set up something to start with, which was done, and, after some little instruction as to the working of the press, "Keimoku" struck off the first impression, Mr. Loomis the second; and having had some care of receiving the press on board the *Thaddeus*, in Boston, and in delivering at Honolulu, and knowing, in early life, something of the practical working of the printing press, I was allowed the privilege of striking off this third impression, now before me, on the back of which I endorsed the foregoing facts, and enclosed it in a letter to my wife. On overhauling a file of my old letters a few days since, I found this "Lesson 1," the record confirming my memory of the interesting events of the 7th January, 1822. This impression is on a paper 4 x 6 inches, headed "Lesson 1"—has twelve lines, of five syllables each line, and only two letters to each syllable.

This was certainly the first action of the printing press on the Sandwich Islands, and is worthy of record for that fact—and, as far as I know, the first motion of the press on any of the shores of the North Pacific Ocean. The Chinese and Japanese use the block, and not the press in their printing. Did the Spaniards ever use the press on the shores of the North Pacific? If so, when did they use it, and what did they use it for? The press may have found its way to Mexico (city) but that is far from the shores of the Pacific. I was on the coast of California 40 years ago. I never saw or heard of a press then, until

within ten years past. I should be glad to hear the result of your enquiries if you should deem it of interest enough to yourself and others to state the enquiry, and

Remain, very respectfully yours,
JAMES HUNNEWELL.

For the Friend.

The Study of the Bible.

The proper way to study the Bible is to weigh scripture with scripture. The Bible is its own commentary. It contains all the principles of interpretation within itself; if it did not, it would not be perfect. Each man, therefore, ought to study it for himself, constantly bearing in mind that it is a revelation, and can be understood only by revelation. If it was necessary, in the first place, for God to reveal His will to man, it is necessary for Him, in the second place, to enable man to understand it. If a man depends upon the interpretations of men for light, he is interposing a third party between himself and God, and thereby preventing a direct communication between God and himself. His knowledge may be said to come second hand. God acts upon him in an indirect manner, through means of the interpreter. But if a man studies the Bible for himself and depends wholly upon God for light, then there will be a direct communication between God and himself, and by so much the more is he likely to come to the knowledge of the truth.

Teachers for the Gospel are subordinate agents of diffusing the knowledge of God, and they can teach only so far as they themselves are taught, or rather their teachings are productive of good, only so far as the Spirit of God accompanies them. He who possesses most of the Spirit of God will come nearest to the truth and accomplish the most good. All that the teachers of the Gospel know of God, comes from the Holy Spirit. He is the primary Teacher. If, therefore, the teachers of the Gospel have to depend upon the Holy Spirit for guidance, why may not others depend upon Him likewise? If the privilege of drawing water from a fountain be accorded me, why should I content myself with drawing water from the little streams which flow from it? If the Holy Spirit has granted me the privilege of coming to Him for knowledge, why should I turn aside from Him and seek it from those who are beholden to Him for the measure they possess?

It is the privilege of every man who possesses the Bible to draw his knowledge of God straight from the Bible. The Holy Spirit will not fail to instruct him if he does his duty, which is, to have no confidence in men, but to depend upon God alone for the knowledge of God.

J. BICKNELL.

Hanahi, Hivaoa, Marquesas, Oct. 9, 1856.

☞ Bayard Taylor, the celebrated American traveler, thus describes his outfit and sailor-companion, on his late trip through the north of Sweden :

Our equipment should have been made in Germany, for, singularly enough, Stockholm is not half so well provided with furs and articles of winter clothing as Hamburg or Leipsic. Besides, everything is about 50 per cent. dearer here. We were already provided with ample fur robes, I with one of gray bear-skin, and Braisted with yellow fox. To these we added caps of sea-otter, mittens of dog-skin, lined with the fur of the Arctic hare, knitted devil's-caps, woolen sashes of great length for winding around the body, and, after long search, leather over-boots lined with sheepskin and reaching half way up the thigh. When rigged out in this costume, my diameter is about equal to half my height, and I find locomotion rather cumbrous; while Braisted, whose stature is some seven inches shorter, waddles along like an animated cotton-bale.

Speaking of Braisted reminds me that ours is an inquisitive country, and as I have sometimes mentioned his name and shall have occasion to speak of him in future, I shall no doubt excite the curious query, "Who is he?" Now, this is a matter of no importance to the reader, and were it not for the fear that I may have to pay ocean postage on letters asking for light on this point, I should say nothing more about it. But as I have recently been obliged to pay for a letter asking for my advice on the momentous question as to whether a knapsack should have two straps or three, and for others more sentimental but not less silly, I feel myself warned, through motives of economy, to give a timely explanation. Know, then, O curious, inquisitive, insatiable American Public, that John Montgomery Braisted is an American sailor—that we first saw each other during the Expedition to Japan—that after leaving the Navy, with an honorable discharge, he shipped in my service—that he is my attendant, companion and friend, and that we shall cruise in company whilever our timbers hold together. This is all that is necessary for you to know, and I give fair warning that all further questions will remain unanswered.

☞ At a late meeting in London, to congratulate Dr. Livingston, the African missionary on his return, Col. Rawlinson, one of the most earnest speakers, paid the following high tribute to American Missionaries:

"I have myself witnessed the reclaiming of an entire nation from barbarism, within the last twenty years through their efforts. I have seen a nation—if we might call that a nation which consists of from 30,000 to 40,000 families—the Nestorian Christians enveloped in the deepest barbarism twenty years ago, and now, by the aid of a little band of American missionaries, are taking their stand among the civilized nations of the world. Their literature had revived, schools were established throughout the country, and a journal was printed and published in their own native Syriac language. And when he reflected on that example, he could well understand, that in Southern Africa the same results might be expected in God's own time."

The Sea Captain's Return.

Captain Potter, of Newport, R. I., was a wealthy and amiable gentleman, whose family consisted of his wife, who was the pattern of virtue, and one daughter, who, though very young, exhibited the polished beauty of her mother and the vivacity of her father. As he was much experienced in the business of a sea captain, he was offered the command of a vessel, which promised great advantage, and with great reluctance left his amiable wife and child, once more to try his fate on that element whose composure lures to the gates of unpropitious destruction.

This voyage once completed, Capt. P. determined to renounce the faithless deep forever, for the quiet of his own fireside. Previous to his departure, he took a gold ring from the finger of his wife, and placed it on his own, saying, "should this not return on the same hand, you may rest assured that I am among the uncoffined dead of the ocean." With these words he departed. Alas! Mrs. Potter was doomed to drink deep at the fountain of woe. After waiting the period of his expected return, she began to gaze with anxiety upon every sail that appeared in view, and eagerly sought every opportunity to learn from public documents some tidings of her absent husband, or the fate of the ship in which he sailed. But all her efforts were ineffectual; the only information that ever could be, or at least ever was obtained on the subject, was from an English vessel, which ran thus: "May 16, 1796, spoke with the *Ranger*, from Newport, Capt. Potter, master, in 38 degrees 30 minutes West." This indefinite intelligence was far from cheering the heavy heart of Mrs. Potter. When she saw others blithe, it only reminded her of her own sadness; while others were enjoying the reciprocity of conjugal society, it pointed her to the loneliness of her own heart. While other children were happy in the smiles of their parents, her angelic Mary would climb upon her knee, and, with accents that rend a mother's heart, inquire if her father would not return. But month after month wasted away; season after season rolled their tiresome wheels along, until fourteen years had been added to the congregated centuries of the past, yet no tidings came of Capt. P.; no, not even a probable conjecture concerning the dark mysteries of his fate.

Time, that changes all things, had worn away the acuteness of Mrs. Potter's grief, which was far more intense than it would have been had she really wept at his grave and known that the last moments of her husband had been soothed by affection. As this last voyage of the captain seemed to be to the unknown coast, she was called the widow Potter. Having a splendid mansion and a country seat of great value, her hand was sought by many, and as often rejected, until a bachelor, who had resisted the charms of womankind for a quarter of a century, was smitten with the loveliness of this worthy matron, or with the comeliness of her possessions. She at length consented that her name should be changed to Morane; the bridal day was appointed and the arrangements were made to greet the coming period with due festivity and mirth. The gossips began to be more loquacious than

usual; every tattler had her tale of weddings to tell; even the *phlegmatic* began to surmise that something unusual was about to be done at the mansion of widow Potter.

Late in the afternoon of a cold, stormy day in November, a penniless beggar called at a neighboring house, and inquired whether the widow Potter lived in this part of the city. His appearance denoted the most extreme poverty; his emaciated form was reduced almost to a skeleton; deep furrows were drawn in his cheeks, and his tottering frame seemed to be stiffened in every joint by disease or hardships. Yet there was something in his eye that told he was born to a better fortune. "Yes," said his informant, "at the very next door; and to-night she is to be married."

"Is to be married?" said the beggar. "How long has her husband been dead?"

"These many long years; he went off to sea and has not been heard of since."

"How has she sustained herself since her husband's death?"

"She has an unblemished character."

"Has she any children?"

"One daughter, only, who has become a fine young lady."

"I must see her before she is married; I have some communications of importance."

So saying, he hurried as fast as his feeble limbs would carry him, to the dwelling of the widow. The maid in attendance being summoned, and seeing a beggar before her, was about to close the doors against him; but the stranger interrupted her, saying:

"Madam, may a beggar be permitted to see the widow Potter?"

"We expect company to-night," answered the maid; "therefore you must leave immediately."

"The widow Potter I must see," rejoined the beggar, interrupting her.

The maid, who would have been glad to dismiss her unsightly guest at this juncture, began to be somewhat angry, and passionately exclaimed, "begone; we can't hear ye now."

But the man of want was still more importunate, rightly thinking he was not likely to gain admittance without making known his errand, accosted the maid still more earnestly: "Young woman, I have some tidings of very great importance to communicate to the mistress of this mansion, which were given to me in trust by Captain Potter, the former proprietor of this place."

At the mention of this, he was permitted to enter. The lady who was soon to be Mrs. Morane, was informed that a rude beggar had some important information for her, and desired to see her immediately, whereupon she arose to meet him; but Morane, who could not bear to have his intended bride absent for a moment, remonstrated.

"Let him be called in," said he; "if he has any secrets, let us hear them together."

Accordingly he was shown into the apartment where sat Mr. Morane, Mrs. Potter, and her daughter.

"From whence have you wandered?" asked Mrs. Potter.

"From the vile shores of Barbary."

"Doubtless you have suffered much; cruel people inhabit those regions."

"Much have I suffered—I was once in

easy circumstances, but, alas! the elements have sported with this vascillating frame!"

"Yes, deep are the lines of hardship which are marked on thy furrowed cheeks."

The wanderer gazed on the young Miss Potter, and was observed to weep.

"Ah!" rejoined the tremulous voice of the beggar, "I once had a daughter who might have become what she is now, but since the third birthday dawned on her cherub form, these eyes have never beheld her."

"Come, come," ejaculated Morane, who was anxious that the intruder should depart, "let us have your tale of secrecy."

"It shall be given to Mrs. Potter only, and to her alone."

"That cannot be," muttered Morane.

"But I have made a promise."

"What of your promise?"

"It is sacred as my life."

"Well, speak and depart," says Morane.

The beggar, who until now had been suppliant, assumed an attitude of authority; his eye, which had thus far been beamless, kindled into an expression of the most benign determination.

"I have," said he, "a revelation entrusted to me by Capt. Potter himself."

At the mention of his name, all was anxiety and attention. In her perturbation, the mother let fall a volume of poems which she held in her hand; the daughter grew pale with solicitude, on hearing the name of her father.

"And sooner than betray my trust, this right arm shall perish."

The pathos and vehemence with which he uttered this last sentence, caused the blood to chill through their veins, and "rush like a cataract to their hearts."

Morane, finding remonstrance was vain, consented for them to retire by themselves, the man of want having quieted their fears, that no harm should befall the honorable lady.

"There," said he, as he closed the door after them, "have you any knowledge of this?" presenting her at the same time a gold ring.

"Yes," answered Mrs. Potter, "it is the one my husband wore away, and I would have given thousands to see it return on the same hand; but now I am convinced that he is among the unknelt victims that feed the monsters of the deep."

"How long since your husband's departure?"

"Fourteen years."

"Could you recognize him after so long an absence?"

"Most certainly I could. If his features are so changed, just behind the thumb of his left hand, his name is inscribed in unfading characters; in that I cannot be deceived."

"Read that," says the stranger, as he gave her his callous hand. The lady was just able to read "David Potter," and sank exhausted by her agitated feelings. The noise of her fall brought Morane into the apartment, with several of the wedding guests, who had now arrived, and, beholding Mrs. Potter senseless upon the floor, supposing some violence had been done to her person, they ordered the supposed ruffian to leave the house immediately. In vain did he pro-

test his innocence. He was seized and forcibly dragged out. As soon as Mrs. P. had recovered sufficiently to speak, "merciful heaven," exclaimed the anxious lady, "where is my husband—where is Captain Potter? Do I dream, or is it a reality?"

"The woman is mad," says one; "her brain is crazed," cried another; "it is the wild impulse of a dream," continued a third.

Captain Potter, who had been thus forcibly dragged from his own house, was at length called back to the scene from which he had been compelled, though reluctantly, to retire. The priest, who by this time had arrived, was overjoyed to see his old friend, the Captain. "Rejoice," said he to Mrs. Potter, "thy husband was dead and is alive, was lost and is found."

Captain Potter now requested all to be seated, that he might make known to them the story of his long absence. Order was soon restored, and he proceeded as follows:

"You behold in me the same Captain Potter who has been an unwilling exile from his home for fourteen years. I was captured by an Algerine pirate ship near the island of Malta, and compelled to serve those vile hordes. Oh, how hard is servitude among a people whose tenderest mercies are cruel. I was forced to labor at the oar, and, when from fatigue I could no longer grasp it, the muscles of my wrists were seared with a hot brick, until my hands were immovably clenched. I sighed for death to come and remove my insupportable load. Every year seemed an age, so tardy did the wheel of time move along. At length, by a treaty with the United States, the Dey of Algiers was required to release all American slaves. Being set at liberty, I embarked for this country. We encountered a furious gale, which drove the vessel on a desert island. Here all the crew perished except four, who were taken off by a merchant ship in a state of insensibility. The vessel which rescued us was bound to the East Indies. On her return to Liverpool, I was pressed on board a man-of-war, and compelled to serve three years before I could make my escape.

"From the moment I learned this intended marriage, I resolved to surprise you in the manner you have seen. You saw me weep at the sight of my own Mary; they were tears of joy. Having suffered incredible hardships, both by sea and land, I stand before you in these tattered garments, with a broken constitution, rendered infirm by intense bodily exercise, yet rejoicing that I am permitted to stand among my former friends and in the land of the free. "And," said the storm-beaten mariner, addressing himself to his wife, "if you prefer this gentleman, whom you are about to wed, all shall be right; if you prefer your former husband, he will be happy in your choice."

"Let me have my first betrothed," said the agitated lady.

Poor Morane sat like one forlorn. He attempted to appear indifferent, but retired as soon as the forms of ceremony would permit. His career was short; he came to the grave a wretched inebriate in a few short years. On the following day, Capt. Potter invited his friends and neighbors to meet him at his country seat. The scene was one of lively interest, and the company returned home with this salutary lesson indelibly

stamped upon their minds, never to forsake those in adversity.

AN ENTERPRISING YANKEE AT SEVASTOPOL—HE CONTRACTS TO RAISE THE RUSSIAN NAVY FROM THE BOTTOM OF THE SEA.—We notice a statement in a late Boston paper to the effect that Mr. John E. Gowen, of that city, who is now in Russia, has just entered into a contract with the Russian government to raise the ships of war and other vessels, fifty-two in number, sunk in the harbor of Sevastopol at the time of the siege. It will be remembered that Mr. Gowen, under contract with our own government, succeeded, after repeated efforts of British engineers had failed, in raising the wreck of the United States steamer *Missouri*, burned and sunk in the harbor of Gibraltar. Mr. Gowen will commence operations in the harbor of Sevastopol next spring.

Many of our Buffalo readers will recollect the visit of Mr. Gowen to this city some two years since, and the success which followed upon his attempts to raise the sunken hull of the ill-fated *Erie*, although much time, money and ingeniously directed labor had previously been expended upon the efforts of many of the adventurers, until Mr. Gowen undertook the task; when the hull was raised, a large amount of coin and other treasure taken from the wreck, and the secrets of that ocean prison house were laid open, after a concealment of many years.

The household utensils, even, of the unfortunate emigrants who perished by the disaster which involved the loss of the *Erie*, were rescued from their graves, and tons of the humblest implements of domestic life were displayed to the gaze of curious eyes. Here and there, too, occurred among the debris a charred fragment of human bone, touching memento of the night of horror. Such a relic we had in our possession, the sternal extremity of a child's rib, which, with a rude cow-bell that had pleasantly tinkled upon the hills of Norway, and a flesh fork, which doubtless had explored the depth of many a well filled dinner pot, we kept for some time, and until some relic lover deprived us of them and of the sad memories which they constantly suggested.

We have no doubt that Mr. Gowen will succeed in his new undertaking, as he has heretofore, in all similar ones confided to his skill. And in that success will he find the fulfillment of his prophecy, made to us and our then associate, when the news of the sinking of the ships at Sevastopol reached here. "If I live," said he, "I shall some day have the contract for raising those vessels." May abundant profit and renown wait upon the energy and enterprise of the live Yankee.

☞ The attention of a little girl having been called to a rose-bush, on whose topmost stem the oldest rose was fading, while below and around it three beautiful crimson buds were just unfolding their charms, she at once and artlessly exclaimed to her brother: "See, Willie, these little buds have just awakened in time to kiss their mother before she dies!"

☞ There is no crime more infamous than the violation of truth: men can be sociable beings no longer, than they can believe each other.

BUSINESS OF THE SAILOR'S HOME DURING MARCH, 1857.—Capt. Frederick Hennell, Superintendent of the Sailors' Home on Front street, makes the following report of the business of the Institution for the month of March, 1857. In addition to the amount of deposits stated below, we learn from Capt. Hennell that he has received a deposit of \$550 this morning. The Sailors' Home is an excellent establishment and deserves public encouragement. Capt. Hennell reports the

| | |
|---|----------|
| Number of arrivals during the month, | 89 |
| " departures, - - - - - | 53 |
| " men in the "Home" 31st March, | 36 |
| Average number of days of men's stopping on shore, - - - - - | 10 |
| Amount of moneys paid seamen out of their advanced wages, after deducting their board, \$765 50 | |
| Amount of moneys deposited by seamen during the month and now in hands of Superintendent, - - - - - | \$815 00 |

[San Francisco Paper.

AN EXTRAORDINARY RECORD OF A SEA CAPTAIN.—Capt. J. F. Browsers, a pious shipmaster out of Boston, recently made the following statement to a friend:

"I have been forty years at sea, thirty-one of which I have been master, and, during all that time, have never sustained a disaster. I sailed first from India Wharf, Boston, June 5, 1816, and sailed twenty-six years for ship-owners who had their counting rooms on that wharf—twenty-three years in four vessels. I was nine years, ten months and twenty-six days in one vessel. During the whole forty years, I never was on board of a vessel where a man fell from aloft, or where a man was buried at sea. I have crossed the Atlantic sixty-eight times, the Equator twenty-two times, and have passed Cape Florida sixty-five times, bound north. In all the forty years since I went to sea, I have been only fourteen years unattached to a vessel. I was in one of the largest New Orleans packets out of Boston, a brig of 240 tons, which had no bulwarks forward of the main rigging. She only made two voyages a year. I remember when there were but two barks belonging to Boston. But to tell all I have seen would tire your patience; so I may as well conclude by telling you that I have distributed the Bible in eight different languages."

FUMIGATING AND VENTILATING SHIPS.—Dr. Reid, a well-known inventor, has contrived an apparatus for ventilating and fumigating ships, which it is believed will admirably answer its purpose. The machine, the principal feature of which is a large blower, by means of which air may be driven through tubes with great violence into any aperture, is taken to the ship on a steam tug, which may also supply the motive power. The hatches of the vessel are then shut down tight, with the exception of one left open at each end. A tube connecting with the ventilator is placed in one of these open hatches, and the air is forced in, creating a strong current through the entire hold, and expelling the foul vapor at the other end. By closing this other hatch, medicated smoke, supplied by a furnace attached to the machine, may be forced into every nook and crevice of the vessel and her cargo. By this process, the fumigation of the ship can be performed in a very effectual manner in three or four days.

MARINE JOURNAL.

PORT OF HONOLULU, H. I.

ARRIVALS.

June 9—Am ship John Marshall, Pendleton, 144 days fm New York, in ballast with coal.
 June 21—Schr Vaquero, Newell, 42 days from Melbourne.
 23—Schr L. P. Foster, Moore, 22 days from Teakelet.

MEMORANDA.

[From the Marine Report of the Pacific Com. Advertiser.]

REPORT OF SPERM WHALERS.

Capt. Hayden, of bark *Mercury*, New Bedford, with 50 bbls sperm since leaving the islands, sends us the following report of whalers at Ascension Island, and in that vicinity:

Dec. 12, 1856, at Byron's Island, bark *Virginia*, Peaks, of New Bedford, 160 bbls sperm.

Oct. 15, at Strong's Island:

| | |
|---|-----------------|
| Bark Apphia Maria, Chase, of Nantucket, | 280 sperm. |
| Ship Potomac, Swain, " | 800 |
| Monticello, Baker, " | 1000 |
| Norman, Ray, " | 200 |
| Ocean Rover, Veceter, " | 1000 |
| Atlantic, Coleman, " | 1000 |
| Minerva 2nd, Swain, of New Bedford, | 250 |
| Bark Jos. Butler, White, " | 400 |
| Ship Othello, Beckerman, " | 1600 |
| Two Brothers, Childs, " | 400 sp, 270 wh. |
| Emily Morgan, Chase, " | 500 |
| Isaac Howland, Hobbs, " | 650 |
| Bark Winslow, Watson, " | 125 |
| E. Corning, Rotch, " | 200 |
| Roscoe, Coffin, " | 200 |
| Zone, Fish, of Fair Haven, " | 350 |
| Winthrop, Akin, " | 240 |
| Awashonks, Toby, of Falmouth, " | 600 |
| Schr May Flower, Gardner, of San Francisco, | 70 |

Spoken Jan. 6th, 1857, ship Young Hero, of Nantucket, long., lat. 00 20 S., long. 172, 00 E., 200 sperm.

REPORT OF SHIP ELIZA F. MASON, JERNEGAN, OF NEW BEDFORD, April 10th, 1857.—Jan. 5, spoke ship *John Gilpin*, Ring, of Boston, from Honolulu, bound to New Bedford. Feb. 18th, passed, off Cape Horn, ship *Junior*, Andrews, of New Bedford, from Honolulu, bound home. March 14th, saw and exchanged signals with Gottenberg brig *Wanja*. March 22d, spoke brig *Annawan*, Cornell, of Mattapoiset, 175 sperm, bound to Dominique, lat 5 N, lon 44 30 W.

QUICK PASSAGE.—The ship *Eliza F. Mason* arrived at this port on Friday last, in 98 days from Honolulu, including a stop at Rorotonga and two days dead calm, which would make the running time 95 days. This is the shortest passage made by a whale ship between the two ports.—*N. B. Shipping List.*

The ship *Polar Star*, Capt. Weeks, of New Bedford, arrived here from the North on Friday, June 19, having been compelled to come into harbor in consequence of her mainmast being rotten. She will be detained but a short time.

PASSENGERS.

FROM SAN FRANCISCO—per clipper sh *Staghound*, May 31—E H Allen and lady, R B Swain, Mrs Dr Lathrop, Mrs Benson, D M Weston, E A Heydon, Fredk Lyman, Mr Wilder.

FROM MELBOURNE—Per *Vaquero*—Jas Thomas, P Perryan, Mrs Bardwell, C E Williams, wife and 2 children, E Cason, Mrs G L Hamilton, C W Wilson, L Cohen, Ernest Wagner, P Post, H Gaunlett, wife and 3 children, Thos Young, Amos Pabler, Wm Donald, F Helmsia, D Healy, E Fitzpatrick, James Manon, P Crandle, Joseph Kelly, A Patterson, John Owens, J Hutchinson, John Lewis, Wm Harris.

MARRIED

In Honolulu, June 16, by Rev. S. C. Damon, Mr. G. WHELEM to Miss JOHANNA SHULTZER.

On Thursday evening last, by Rev. L. Smith, at the residence of the bridegroom, Mr. AFONG to JULIA FAYERWEATHER, daughter of the late Abraham H. Fayerweather, an old resident of this place.

In Honolulu, Wednesday evening, May 10, by Rev. S. C. DAMON, at the residence of the bride's father, HORACE G. CRABB Esq., to Miss ELIZABETH, daughter of Capt. John Meek.

On the 25th Feb., at Austin, Texas, JAS. D. BLAIR, Esq., formerly of Honolulu, and Miss MARY N. WEST, of Camden, South Carolina.

NOTICE.

A LETTER WITH A DAGUERREO-TYPE, addressed to Mr. H. Bingham, Honolulu, Sandwich Islands, from Lagrange, Georgia, U. S., and received at the Post-office in Honolulu Jan. 20; upon being opened by Hiram Bingham, junr., is discovered to be addressed to Mr. Howell Bingham, from Benjamin H. Bingham and D. B. Jeter. The letter and package may be found at the Post-office.

Honolulu, April 27, 1857.

ADVERTISEMENTS.

S. P. FORD, M. D.,
 PHYSICIAN AND SURGEON.
 Office Queen street, near Market.

G. P. JUDD, M. D.,
 PHYSICIAN AND SURGEON,
 HONOLULU, OAHU, S. I.
 Office, corner of Fort and Merchant streets. Office open from 9 A. M. to 4 P. M.

E. HOFFMANN,
 PHYSICIAN AND SURGEON,
 Office in the New Drug Store, corner of Kaahumanu and Queen streets, Makee & Anthon's Block. Open day and night.

GILMAN & CO.,
 Ship Chandlers and General Agents,
 LAHAINA, MAUI, S. I.
 Ships supplied with Recruits. Storage and Money.

C. H. WETMORE,
 PHYSICIAN AND SURGEON,
 HILO, HAWAII, S. I.
 N. B.—Medicine Chests carefully replenished, and on reasonable terms.

THE SAILOR'S HOME.



MR. & MRS. THURM, MANAGERS

THE HOUSE IS NOW OPEN FOR THE ACCOMMODATION of Seamen. Board and Lodging will be furnished on the most reasonable terms. The Managers, having for several years kept a private boarding-house in Honolulu, and during that period accommodated many seamen, hope to receive the patronage of the seafaring community. Seamen may rest assured that no efforts will be spared to furnish them a comfortable home during their stay in port. Boarders accommodated by the week or single meals. Apply for Board at the office, in the dining-room.

INFORMATION WANTED.

RESPECTING CHARLES TWOKEY R or TWAY, of Geneva, New York. He sailed in 1850 or 1851, from Calais, Maine, on board the *Tennessee*, bound to the West Indies. He was next heard from on board the whale ship *Neptune*, Capt. Green, in Honolulu, about two or three years after. It is confidently supposed that, if alive, he is on board some whale ship in the Pacific. Should he visit the Islands, he is requested to call upon the Seamen's Chaplain; or, should this notice meet his eye, to write to the Chaplain, or communicate with his sister, Miss A. T. Ending, in Geneva, N. Y.

—ALSO—

Respecting a sailor by the name of PARTRIDGE, whose friends reside in West Eaton, N. Y.

—ALSO—

Respecting JOHN WHARRIE or McWHARRIE, who left some one of Elias Perkins' whaling vessels, at Honolulu, in 1853 or 1854.

—ALSO—

Respecting W. S. Haven, reported to have jumped overboard from the whale ship *Good Return*, Capt. Wing, on the 29th of March, 1856, while the vessel was lying at anchor in, or lying off and on the port of Honolulu. Any information relating to this young man will be most gladly received by the editor of the *Friend*. 5-tf

IRON HURDLES

FOR SALE—at the Hudson's Bay Company's Store, eight feet long—three dollars each. tf

ADVERTISEMENTS.

NOTICE TO WHALEMEN.

MACY & LAW,

—DEALERS IN—

WHALEMEN'S SUPPLIES AND GENERAL MERCHANDISE,
 Kawaihae, Hawaii.

CONSTANTLY ON HAND a good supply of Hawaiian beef, potatoes, hogs, sheep and numerous other articles required by whalers. The above articles can be furnished at the shortest notice and on the most reasonable terms in exchange for bills on the United States or orders on any merchant at the Islands. No charge made on inter-island exchange.

Beef packed to order and warranted to keep in any climate. 3-tf.

B. W. FIELD,
 COMMISSION MERCHANT,
 HONOLULU, OAHU, H. I.

By Permission, he Refers to

C. W. Cartwright, President of Manufacturers' Insurance Company, Boston;

H. A. Pierce, Boston;

Thayer, Rice & Co., Boston;

Edward Mott Robinson, New Bedford;

John W. Barrett & Sons, Nantucket;

Perkins & Smith, New London.

B. F. Snow, Honolulu.

SAM'L N. CASTLE.

AMOS S. COOKE.

CASTLE & COOKE,

IMPORTERS AND WHOLESALE AND RETAIL

DEALERS IN

GENERAL MERCHANDISE.

At the old stand, corner of King and School streets, near the large Stone Church. Also, at the Store formerly occupied by C. H. Nicholson, in King street, opposite the Seamen's Chapel.

B. PITMAN,

DEALER IN

GENERAL MERCHANDISE, AND
 HAWAIIAN PRODUCE.

BYRON'S BAY, HILO, HAWAII, S. I.

All Stores required by whale ships and others, supplied on reasonable terms, and at the shortest notice.

WANTED—Exchange on the United States and Europe. Oct. 2, 1854.

HARDWARE STORE,

ON FORT STREET, NEAR HOTEL STREET.

LOCKS of all kinds, Hinges, Screws, Tacks, Razors, Cut and Wrought Nails, Spikes, Brads, Files, Carpenters' Tools of all kinds, Pocket and Sheath-Knives, Marlinspikes, Caulking-Irons and Mallets, and numerous other articles, for sale at the lowest prices, by (tf) W. N. LADD.

NAVIGATION TAUGHT.

NAVIGATION, in all its branches, taught by the Subscriber. The writer likewise begs to intimate that he will give instruction to a limited number of pupils in English reading and grammar, geography, writing, arithmetic, &c. Residence, cottage at the back of Mr. Love's house, Nuuanu-street.

DANIEL SMITH.

Honolulu, March 26, 1057. tf

J. WORTH,

HAVING established himself in business at Hilo, Hawaii, is prepared to furnish ships with Recruits, on favorable terms for Cash, Goods or Bills on the United States.

THE FRIEND:

A MONTHLY JOURNAL, DEVOTED TO TEMPERANCE, SEAMEN, MARINE AND GENERAL INTELLIGENCE.

PUBLISHED AND EDITED BY
 SAMUEL C. DAMON.

TERMS:

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| One copy, per annum, | \$2.00 |
| Two copies, " | 3.00 |
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New Series, Vol. 6, No. 7.

HONOLULU, JULY 21, 1857.

{Old Series, Vol. 14

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THE FRIEND.

HONOLULU, JULY 21, 1857.

Outline of the Trip of the "Morning Star" to Marquesas.

TO THE EDITOR OF THE FRIEND:—OUR passage in the *Morning Star* to the Marquesas Islands was protracted, owing to adverse winds and lack of ballast. We made Hiaou, the most northerly Island of the group, in twenty-nine days. Landed with a boat on Hivaoa, June 4th, at Puamau, where we found Kekela. Rejoiced with him in his joy and wept with him from the emotions of overflowing hearts. Taking Kekela on board, with a supply of bread-fruit, bananas and cocoanuts, we sailed the same night for Fatuhiva, where we arrived in the morning, but the vessel could not get up to the anchorage till evening. Here we spent an interesting sabbath, did up our business, held a meeting with the chiefs, took on board the Missionaries at that Island, and the effects of Kekela, Mr. Bicknell and Kauwealoha, who had previously moved to Hivaoa, and, Monday evening, June 8, sailed for Puamau, on Hivaoa, where we anchored the next day at noon. Here we remained till Thursday morning, landing supplies and holding communication with the people. We then sailed for Hanaahi, where we arrived on the afternoon of the same day, and found Brother Bicknell well and ready to welcome us. Here all the Missionaries were collected for a general meeting, which continued eight days. Here we ordained Brother J. Kaiwi and received to the church Tohutete, the first hopeful convert on the Island, and administered the Lord's Supper in a grove of cocoanut trees, people from six nations participating in the ordinance, and many heaven-witnessing the scene.

In this harbor our anchor-chain parted, while the captain was on shore, but the alarm soon echoed round the bay, and an-

other anchor was soon thrown down, which saved us from the rocks. Had the accident occurred in the night, we should probably have lost our vessel. But the Lord was our keeper. Having done up most of our business and taken in wood and ballast, we sailed for Hanatakuua, Saturday, June 20, where we spent the Sabbath with Kauwealoha and his people, and worshipped under the shade of the trees. Having closed our business, taken in water, &c., we sailed again for Fatuhiva, and arrived the next morning, June 26, landed the brethren, &c., and at evening, took our final departure for the Sandwich Islands, and arrived at Hilo in twelve days.

The voyage has been pleasant and profitable. The *Morning Star* has made a good impression on the people of many of the islands and bays of the Marquesas.

The Mission is looking up with increasing interest. The spirit of the Lord is obviously moving on the minds of the people, and the brethren feel encouraged in their work.

Yours truly,

J. S. EMERSON.

Death of His Excellency, John Young.

It becomes our painful duty to announce the death of another of the High Chiefs of the Sandwich Islands. For many years the deceased has occupied responsible offices of the Hawaiian Government. He was the bosom friend of the late King, and his constant companion, up to the death of His Majesty. His death occurred on Saturday, July 18th. The time of the funeral has not been announced.

During the last few days, an epidemic has been generally prevailing throughout our community. It much resembles the old influenza. Serious fears are expressed that it may prove fatal, in many cases, among the native population. It is particularly severe upon "fast" people, and those of irregular habits.

DONATIONS.—For repairs in Bethel, from Dr. R. W. Wood, \$25; from Capt. Milne, \$5; Mrs. Cartwright, \$5; and Mr. McGregor, for support of *Friend*, \$5, and Sailor's Home, \$5.

The Chaplain would acknowledge, from Mrs. Dominis, for distribution among seamen, valuable files of the *London Illustrated News*

Sketches of Scenes in Marquesas.

It will be recollected by our readers, that the Missionary Packet, *Morning Star*, left this port for the Marquesas Islands, May 1st, to visit the Missionaries laboring under the patronage of the Hawaiian Missionary Society. The Rev. J. S. Emerson and the Hon. Mr. Namakaha were sent out as Delegates. The Rev. Mr. Kaukau and wife were sent as Missionaries, and J. E. Chamberlain, Esq., went as passenger. The vessel returned on the 11th inst. The following extracts are copied from the Rev. J. S. Emerson's report to the Directors of the H. M. Society, which was read at a public meeting, gathered at the Fort Street Church, Sabbath evening, July 12th; at which time remarks were also made by Mr. James Bicknell, who has been laboring, during the last four years, upon the Marquesas Islands.

VOYAGE AND LANDING ON HIVAOA.

In compliance with an appointment from the Hawaiian Missionary Society, I took passage on the *Morning Star*, May 1st, for the Marquesas Islands. Our winds were easterly, both north and south of the equator, with but one or two days' exception, till we reached the islands. Beating our way from within two days' sail of Tahiti, with a strong current against us, we reached Hivaoa, the most northwesterly island of the Marquesas Group, on the 30th of the month. On the 1st of June, we observed the Monthly Concert of Prayer for Missions, near midway between Nuuhiva, Washington and Adams' Islands. Our collection for Missions amounted to \$30 50. Still beating our way, and nearing every island of the group, as we passed it, we reached the east end of Hivaoa on the morning of the 4th of June, thirty-four days from Honolulu. Sailing in sight of the island, and near the north side of it, the day previous, we had formed a pretty correct idea of the localities of the brethren, in case they were on the island. But whether either of them, except Br. Bicknell, was there, was all uncertain, and where his locality might be, was only a matter of conjecture. As we neared the first bay to the north of the island, we saw what proved to be two or three houses at the head of the bay, five or six miles distant. The old whale-boat was

lowered in a rough sea, and manned, and with Namakeha on board, we rowed for the shore, while the vessel lay off and on. We soon found our boat leaking rapidly, but a bucket and a sailor's boot, plied to the work of bailing, kept it comparatively free. Where were we going, and with whom were we to meet, occasioned some jests among the sailors, that indicated no small degree of trepidation of mind. Midway to the shore we descried a boat approaching us, filled with bare-headed, naked, tattooed men, whose visage was wild and uncertain in its indications. Approaching them, I enquired for Kekela; they pointed inland. I enquired for Mr. Bicknell; they pointed to another valley. Their countenances then appeared to assume a milder aspect, and our men began to gain their assurance. I induced the natives to return with us to the shore. Compliance seemed cheerful; and one of them soon proposed to get into our boat, as theirs was the best manned. As we assented, he plunged into the sea, and was soon in our boat, rowing like a hero. (A naked man, with brawny arms, tattooed on every part, and having only a show of covering.) We approached the shore—there was a high surf on,—our men did not understand beach-combing, as they said;—and our pilot could not well make us understand how to manage; but he did the best he could, and we got ashore not much wet. Before reaching the shore, we found the buildings seen from the vessel to be the tenements of the Papists; and the priests were in front, anxiously waiting to welcome a friend and a vessel, which they had long expected. But as Kekela arrived at the beach the moment I reached land, the warm embrace, the hearty greeting, the expressive silence that we both maintained for some minutes, surrounded as we were by a hundred or a hundred and fifty natives, mostly children, was a sufficient token for the Papists to retire, which they were not slow to improve. We walked towards Kehela's house, which was in a grove of bread-fruit, cocoa-nut, hao, melo and banana trees, quite concealed from view. I soon revealed my immediate errand, and found that arrangements had been made to have a general meeting at Hanaahi, on Hivaoa, Mr. Bicknell's location.

RETURN TO THE VESSEL, AND VISIT TO FATUHIVA.

Soon our preparations were made; we hastened to the boat, and dashed through the surf towards our vessel, now invisible, except her top-mast, in the distance. But the scene which our eyes had beheld—*new—strange—shocking*—was before the minds of us all, except Kekela, to whom such sights had become familiar. We had taken the natives all at unawares, and so we saw them when least on their guard, and most like themselves. After getting through the surf

into comparatively still water, and the boat bailed, all was silent save the splash of the oars, and each one indulged his own train of reflection. By and by one of the seamen said, "Well, such a sight as that I never saw before." Another said, "That was worth the dollar I gave at the monthly concert." Another still, "Those who say that Missionaries have done no good, are fools. How is it possible that such men can be civilized? What can induce a civilized man to live among them?" Our boat went on, and before the sun had set we were all safe on board, and urging our way to Fatuhiva. We now felt that the mist of uncertainty, that had hung over us, was being dissipated, and our business was assuming a more tangible form. At the dawn of the next day, we were under the lee of Fatuhiva, hoping to reach the anchorage before sunrise, land our cargo, and be on our way back with Missionaries and freight for Hivaoa before dark. But God had otherwise determined—sunrise and breakfast came, and we were not up to the anchorage. Many Fatuhivans came on board. Kekela said they were friendly; but their visage was so marred by tattooing, as to look most unlovely. Prayers were held on deck, the Missionary Hymn, sung in English and Hawaiian, thrilled through many hearts. The wind left us, and our vessel did not get to anchor till near sunset, and it would be Saturday night before we could possibly sail for Hivaoa. But to sail away from a heathen place, and take from them the only light they enjoy, on the last day of the week, did not suit our views of duty. So we resolved on spending our Sabbath at Omoa. On Saturday, the work went on of landing things for the station, and taking on the goods for the brethren on Hivaoa. It was well understood that Fatuhiva was not to be forsaken by the Missionaries, as God had not forsaken it.

We arranged for meetings in Hawaiian, Fatuhivan and the English languages, and for the Lord's Supper. At an early hour, Sabbath morning, the natives began to come around in considerable numbers. All who had broken away from the kapu system, entered the house and took seats, perhaps fifteen in all; others, who feared the kapus, sat or stood near the side of the house, which was open to the west; in all, forty or fifty. We felt it to be a good occasion. The songs of praise, and words of instruction from the text, "God is love," were listened to by many with much apparent interest. We sat down to the Lord's table, men from six different nations of the earth, fifteen in all, and called to mind the dying love of Jesus in his sacred ordinances, while the *Morning Star*, floating in sight, at the distance of half a mile, spake unequivocally to many hearts

that last command of the risen Savior, "Go ye into all the earth, and preach my Gospel to every creature," was not being wholly disregarded by His people. The day will long be remembered by many as a good Sabbath in a land where the people perish for lack of vision. On Monday, a meeting of the chiefs and people was called.

RESULT OF THREE YEARS' LABOR ON FATUHIVA.

But before leaving this island, let me say that after more than three years of labor, self-denial and suffering, God has obviously acknowledged the labors of his servants on Fatuhiva. Schools are now desired, adults and children attend them, and some from the thick mists of darkness are feeling after the light. Two have been admitted to the church, one of whom they hope has gone thus early to heaven; 28 attend public worship, of whom 23 are daily attendants at school; 12 attend school in another place, but fear to go to public worship; 10 children also attend school; making in all 45 attendants at school. Said Abraham Nakua to me, more than once, "Do not fail to let us have two teachers at this place; the work of God has commenced here, a light has been kindled, and it will never go out; do not forsake us." The truth of his remark was obvious to me. Said another, "The taboos are growing old." But I must pass along.

DRUNKEN REVEL.

We took an excursion, one mile inland, to see a drunken revel, or an awkward attempt to imitate drunkenness. The cocoanut-trees are now being tapped in large numbers, to the total destruction of the fruit-buds, to procure the sap, which, whether fermented or not, makes an intoxicating drink. It is but a few months since this evil has been introduced into Fatuhiva, where foreigners have the whole credit of teaching it. One of a thousand illustrations this, that the vices of civilization are in advance of Christianity.

GENERAL MEETING.

Our General Meeting was commenced, in due form, at Hanaahi, June 12th, 1857, at 3 o'clock, P. M., and regularly organized by choosing a chairman, scribe and business committee. The meeting was continued through eight successive days, at this place, not including the Sabbath; and was then adjourned to Hanatakuua, and closed with a short session, June 23d. But as much as two days of this time was occupied in sorting out and dividing up supplies, which, it is hoped, in future, may be mainly done in Honolulu. The business transactions of the meeting will be woven in with other things, as they come along:

1. Voted, To welcome Kaukau and wife, as fellow-laborers, to this Missionary field.
2. Voted, To approve of Kuaihelani's re-

turn to the Sandwich Islands, for reasons specified by himself.

3. *Voted*, To approve of Mr. Bicknell's visiting the Sandwich Islands, to procure the printing of books now needed for the Mission.

4. *Voted*, To invite J. E. Chamberlain, Esq., to sit with us in the deliberations of the meeting.

5. *Voted*, That Kaukau occupy Mr. Bicknell's place, during his absence at the Sandwich Islands.

6. On Saturday morning,

Voted, That Bro. J. Kaivi be examined as to his qualifications for the office of a Gospel minister.

The examination occupied about one hour, and was judged satisfactory by a unanimous vote; and the afternoon of the next day, Sabbath, was agreed on as the time for the ordination.

7. *Voted*, That the Lord's Supper be celebrated to-morrow morning.

8. *Voted*, That Tohutete, the chief of the place, who has for nearly a year given evidence to Mr. Bicknell of being a converted man, should be examined for admittance to the Second Church of Christ in the Marquesan Islands, viz., the Church in Hivaoa.

The examination proved satisfactory, and it was voted that he be baptized and received into the church to-morrow, at the time of the communion.

Various other items of business were transacted.

CHRISTIAN SABBATH.

The Sabbath dawned—a beautiful morning. Venus and Jupiter appeared in great splendor over the dark blue hills, and our *Morning Star*, snugly anchored in the little egg-shaped harbor of Hanaahi, seemed to vie with those brilliant stars of light, to tell her tale, not of creation's birth, but of a risen Savior's birth. After breakfast and prayers on board, we saw a few persons coming over a mountain-spur, high as the Pali of Nuuanu, to the place of meeting. At half-past nine o'clock, we were all on shore, assembled under the shadow of the cocoanut-trees, on a platform of boards, landed the day before, and spread out for the occasion. There we sang hymns of praise in English and Hawaiian, prayed in Hawaiian and Fatuhivan, (Marquesan,) and preached in Hawaiian, which was interpreted into Fatuhivan, (Marquesan,) one hundred or more being present. After this, Tohutete, having heard our covenant, and having consented to it, was baptized by the name of Dainela Tohutete, into the name of the Holy Trinity—no one disapproving; the heathen themselves saying that he was another man, unlike to them and unlike to his former self. After this we sat down to the table of the Lord, seventeen in number, from six different nations of the earth, and celebrated the dying love of our

Lord and Savior. There were at the feast two Marquesans, ten Sandwich Islanders, two Americans, one Englishman, one Dane, and one Norwegian. The Master of the feast also condescended to make one in our midst, and we felt that it was good to be there. After this we returned to the vessel, and at half-past two o'clock convened again, under the trees, with a larger congregation than in the morning. The usual exercises of the ordination were performed with decency and propriety; all were interested; some understood, and others did not, the language; which was partly Hawaiian and partly Fatuhivan; and the heathen looked on and wondered. A meeting in English followed the ordination, after which we all retired.

Monday, 15th, was spent in reading reports of labors, &c., and answering questions put directly to the Missionaries; from which questions the following facts were elicited.

FACTS ELICITED.

The Missionaries have all been without salt, except a little obtained from a captain, that remained undissolved in pork barrels. The native Missionaries, men and women, have been barefoot, most of the time, for two years. Mr. Bicknell would have been reduced to the same necessity, had not Capt. Wing given him four pairs of shoes. Capt. W. also gave him beef, pork, biscuit, a hatchet and several knives, which were a great relief. The native Missionaries generally have been destitute of these articles. Kekela had but one decent shirt when we arrived, and Kauwealoha was wearing a borrowed one. Their clothes, plates, knives and forks, &c., had to a great extent gone to pay for food and the expense of their voyages between Fatuhiva and Hivaoa.

To the question, By what name should your Mission be called?

Reply—For the present let it be called "The Mission to the Marquesas Islands." But they said that the name *Nuuhiva* embraced all the islands, as *Hawaii* does the Sandwich Islands.

To the question, By what tenure do you hold your lands, building spots, &c.?

Reply—We hold them under the chiefs, who invited us to come and live with them. Most of these chiefs staked out our lands, and told us that they were to be ours forever, but we choose to be regarded as tenants at will for the present.

Question—Would you like to have a part of your supplies sent to you in common, and kept in deposit, to be called for as needed?

Reply—No; let our goods be sent only at the order of us individually; but a good boat of eight or ten tons, decked over like a raised whale-boat, would be of great use to us in common—nothing else.

Question—Do you think it expedient for you to dwell at separate stations?

Reply (unanimous)—Yes, for the present.

Question—What are your reasons for this sentiment?

Reply—1. Because we are wanted by the people in many more important places than we can occupy separately.

2. Because we have no fear from the people in dwelling alone.

3. Because the land is cut up into deep ravines, and it is difficult to pass from one to the other, except by boats.

4. Because the people of one valley are ashamed to be dependent on the chief of another valley for instruction from his teachers, and so a jealousy arises, which would generally injure a teacher's influence.

5. Because we feel that these little lights, lit up in the separate valleys, will be more likely to enlighten, in the end, the whole mass, than if at the present time they are thrown two or more together into one valley.

6. Because the people of Hivaoa are more friendly, and more disposed to receive and treat Missionaries with kindness, than were those of Fatuhiva. We therefore have no fear, so long as we follow faithfully our Master's business.

The Missionaries, however, earnestly request that each of the four stations may be reinforced by another Missionary the coming year, and that four new stations on Hivaoa may be taken.

CHILDREN OF MISSIONARIES.

The Missionaries expressed great solicitude for their children, two of whom are now three years of age, and who speak only the Nuuhivan dialect, as their parents usually do. They do not wish to send them home to be educated in the Hawaiian, but in the English language. If the children remain with their parents, who must keep open doors, if they would do any good to the Marquesans, till the age of six years, they will suffer irreparable loss. Who will take them, or pay for their education at the islands?

GENERAL ITEMS.

1. A letter was read, addressed to the Hawaiian Missionary Society, expressive of the high gratification the Missionaries felt in the visit of the Delegation, embracing a request that another visit of like kind be made them by a Missionary from the Islands, the coming year.

2. *Question*—What do you think about the Missionaries that Mills went after, coming to labor with you?

Resolved, We shall rejoice to see the Missionaries that Mills went after—viz., Rev. Mr. Seymour and Dr. Coxhead—and welcome them into our labors for the Lord. But, in our opinion, they will find this to be a small field, and their expenses will be large,

if they labor under the patronage of a different Society from what supports us; and perhaps they would find greater success in the work of the Lord, if they should go to some more populous field.

LOCATION OF MISSIONARIES.

On Tuesday, the 23d, we did up the remaining business of the meeting, which consisted in appointing J. Kaivi Pastor of the church at Fatuhiva; J. Kekela, Missionary at Puamau, Hivaoa; J. Bicknell, Missionary for Hanaahi, and S. Kawealoha, Missionary for Hanatakuua, Hivaoa.

After expressing the sentiment, by vote, that it was best for the *Morning Star* to carry back Kaivi and family to their station on Fatuhiva, the meeting was finally adjourned, and closed by prayer.

A parting meeting was then held with the chiefs of the valley, and the brethren, in which thanksgiving, prayer and praise, were interspersed with kind and encouraging remarks to the chiefs and to the brethren, and closed with the Apostolic benediction.

HOUSES OF THE MISSIONARIES.

The houses of the Missionaries are built by setting several posts in the ground, either cocoa-nut or bread-fruit, about seven feet long, so as to mark the outlines of the house. The spaces between these posts are closely filled in with bamboo, lashed to horizontal poles with the bark of the hao tree. On the tops of these posts, and in a groove cut for the purpose, is laid a plate, to hold the feet of the rafters, which are locked together at the top, much as in native houses at the Sandwich Islands. The roof is covered with braided cocoa-nut branches, with their leaves; and outside of this is the leaf of the bread-fruit, plaited together and firmly attached with strings, somewhat like the thatch of the Hawaiian houses. The sides of the houses are not thatched, and admit light, air, &c., through the interstices of the bamboo. Most of them, hitherto, have had neither doors nor windows, and instead of a floor there is a pavement of round stones. But it is matter of joy that they now have the material for improving them.

CALL FOR NEW LABORERS.

The call for new laborers is now loud, and comes in from almost every island of the group. It comes from Fatuhiva, from Tauata, from Unahuga, and from almost every valley of Hivaoa. It comes backed up with an array of arguments, such as philanthropy cannot resist. Says one chief: "Drunkenness, theft and war are the passion of my people; send me Missionaries, that these evils may be removed. Send us Missionaries from Oahu, and we will feed and protect them." Says a voice from Tauata: "Send us Missionaries; we once had a good man with us, and his memory is cherished

by us; but he is dead, and no one has come to take his place. Send us good men from Oahu." Says a voice from Fatuhiva: "Three long and almost fruitless years did your Missionaries labor among us, with much endurance; the wedge has entered, the Gospel has taken root; it will grow; God will not again forsake Fatuhiva. The taboos are growing old, and will not long stand in the way of Christianity; send us Missionaries." From Hivaoa, the call is heard from almost every bay and valley, "Send us Missionaries from Oahu;—we want American, and not papal Missionaries." There are now no less than five or six places on Hivaoa where land has been appropriated for the residence of the Missionary, besides the posts now occupied.

If these calls are not sufficiently distinct and commanding, let me say further, that when your Missionaries had been three years in the field, they could show but one pupil who had learned to read, or who seemed anxious to learn; but now they have six schools of children and adults, anxious to learn to read and sing the songs of Zion. The former was a time of trial and sadness, and of heart-searching; but now is the time of enlargement, of activity, of joyful hope. The hands of the Missionaries are full, more than full, and the field is widening and ripening for the harvest. Will you refuse to strengthen their hands? Can laborers be withholden from these ripening fields? May the cry go up from not a few warm hearts, "Here am I, send me."

WARS.

There is now a state of warfare on the Island of Unahuga; also in the Bay of Hakuona, in Hivaoa; also in the Bay of Hanapaoa. But these wars are generally confined to one bay, and frequently exist between two chiefs only, while others are in a state of peace, and, in the view of the natives, would offer no serious objection to a Missionary, who might understand the language, in going in with his family and settling among them. But, on the other hand, it would furnish a strong motive for his going speedily, with the olive-branch of peace in his hand. They ask for Missionaries expressly to put a stop to their wars.

In conclusion, I would only express my thanks to the Missionary Society for the recent opportunity they have afforded me of visiting these unchristianized Islands, and of seeing and sympathising with the self-denying laborers in the field. It has done me good.

The *Morning Star*, as she has entered the bays and the harbors of the Marquesas Islands with her dove, and her olive-branch unfolded to them, has given pledge to the poor natives that this is only the precursor of the dawn and of the day—a day full

of blessedness and peace to that long benighted people.

HARBORS OF HIVAOA.—Capt. Moore has furnished us with the following sailing directions, which may be of service to shipmasters wishing to visit the Marquesas for supplies.

Bring the Island of Fetouhougo or Hood's Island to bear N. N. W. ten miles. If wishing to go into Paumau Bay, which is the easternmost, steer boldly in, hugging the shore on the port hand, and the mouth of the bay will plainly open, in the bottom of which the Catholic Chapel is a prominent object. The starboard head is a high, sugar-loaf mountain, on the top of which are several small hillocks. The port head, going in, may be known by a large, black rock, on the apex of a hill close aboard. As you enter the bay just steer clear of a large ledge of sunken rocks which appear about five feet above water, and let go your working anchor about forty yards to the leeward of it. Pay out thirty fathoms and drop your best bower under foot, then run out a ledge astern to keep from swinging, as there is a strong undertow. Ten fathoms will be about the depth of water. In going out it will be well to make fast a small hawser to the ledge and heave up both anchors and make sail, laying clear of the lee point without difficulty.

HANAHI BAY—is three miles to the westward of Paumau. There are no distinctive landmarks here and the bay is small, but affords good anchorage. Fifteen fathoms is found square with the heads. Keep nearest to the eastern side of the bay.

HANAKAKUUA BAY—is the next bay to the westward of Hanaahi. This bay is easy of access and egress, and affords an excellent place for watering. Hogs, poultry, bananas, bread-fruit, and other esculents in abundance. The next bay to the westward is Hanatitapa. This bay may be known by a magnificent waterfall which may be seen at the distance of ten miles. The water rushes over a dark, perpendicular rock, and falls between two hundred and three hundred feet, where, striking the surface of a smooth, declining rock, it is broken into foam and spray, producing a scene of beauty in nature scarcely ever equalled. The bay looks into the S. E. and is two miles east of the waterfall. During December, January, February and March no vessel should anchor in these northern and southern bays. The whale ship *Panama*, of Sag Harbor, was wrecked here in a gale from N. W. There is a land-locked harbor on the south side, I am informed, affording good anchorage.

ISLAND OF FATUHIVA.—This island is about eight miles long, north and south, and four miles broad. On approaching the land from the S. S. W., a high and remarkable mountain will be observed, forming, at its base a point, which lies in lat. 10° 30' 30" S., lon. 138° 43' 13" W. Immediately to the northward of this point is Omoa Bay, with good anchorage, with the following depths of water:

| | |
|-------------------------|-------------|
| Square with the heads, | 25 fathoms, |
| Fifty yards in, | 14 do |
| Fifty yards further in, | 22 do |

From this depth it gradually shoals to the shore, where there is considerable surf at all times. Pigs, poultry, bananas, coconuts and bread-fruit can be obtained on reasonable terms. Water is not

easily obtained. There is plenty near by, but the casks are liable to get stove on the stones by the surf.

In standing to the northward, along shore, vessels should not approach too near that high, northwestern bluff, as the tide sweeps along powerfully, and the wind is always baffling.

FETUHUGU, OR HOOD'S ISLAND.—A sunken reef, we are informed, lies one or two miles from this island, but in what direction could not be clearly learned from the natives, their statements in regard to it contradicting each other. Westerly currents constant, three-quarters of a mile per hour.

Last Letter from Sir John Franklin.

The following is believed to be the last communication penned and forwarded by the great English navigator, to ascertain whose fate expedition after expedition has been sent out, millions expended, and both the old and new world intensely excited. These lines were addressed to a sister. They open a window into the old gentleman's heart that allows us to witness its generous and benevolent throbbings in behalf of his fellow-men. How kindly he refers to the poor Esquimaux and their children. How tenderly he alludes to the spread of the gospel among them. There is a total absence of the heartless feeling manifested by some who have gone forth on exploring expeditions, and who speak of the ignorant and degraded as "poor devils," utterly incapable of appreciating the gospel message! His reference to the Bible and Sabbath plainly indicate that he was a Bible-loving and Sabbath-keeping commander. There is one sentence which we have taken the liberty to print in capital letters. It deserves to be printed in letters of gold, and the sentiment, embodied in the instructions, given to the commander of every man-of-war, merchant vessel and whale ship sailing from the shores of a Christian nation. Quite too long have those engaged in national, commercial and sea-faring pursuits supposed that they were justified in conducting their enterprises upon any other than gospel principles. The golden rule should apply to nations as well as to individuals. The spirit of the command, "go ye into all the world and preach the gospel to every creature," is as plainly addressed to the commander of a man-of-war or a whale ship, as to any Missionary in Polynesia or China. The truth is, some people have eyes and see not, ears and hear not, minds and understand not!

WHALE FISH ISLAND, (Bay of Disco.)
July 11, 1845.

MY DEAR SISTER: * * * The appearance, dress and manners of the Esquimaux, bespeak that care is taken of them by the Government. Several of them can read the Bible with ease, and I am told that when the families are all collected, the children are obliged to attend school daily. I looked into one of the huts arranged with seats for this purpose. When the minister comes over from Disco, he superintends the school; at other times the children are taught by a half caste Esquimaux. How delightful it is to know that the gospel is spreading far and wide, and will do so till its blessed truths are disseminated through the globe. EVERY

SHIP IN THESE DAYS OUGHT TO GO FORTH TO STRANGE LANDS BEARING AMONG HIS OFFICERS A MISSIONARY SPIRIT; AND MAY GOD GRANT SUCH A SPIRIT ON BOARD THIS SHIP. It is my desire to cultivate this feeling, and I am encouraged to hope that we have among us some who will aid me in this duty. We have divine service twice on each Sunday, and I never witnessed a more attentive congregation than we have. May the seed sown fall upon good ground, and bring forth fruit abundantly to God's honor and glory. * * * *

Ever your affectionate brother,

(Signed) JOHN FRANKLIN.

For the Friend.

STRONG'S ISLAND, Oct. 16th, 1856.

REV. S. C. DAMON—Dear Bro.:—I have a few items for the *Friend*; if you think them worth publishing, they are at your service.

During the second week of this month we had twenty ships in our harbor, all sperm-whalers. The first three came in on the 8th and 9th of September—the last four came in the 5th of October. Such a fleet makes our harbor look quite like a port of entry.

As I have cruised about the beach, and paddled around the harbor, I have frequently remarked upon the well-behaved and orderly deportment of the sailors; but, by the yelling and hooting we heard some nights, when a little liquor had been obtained from ships, I was led to suspect we should see a different state of things had there been a few grog-shops on the beach. But some men will run away. Our rugged mountains and deep glens look inviting to them. They say they are badly used. I have known men to run away, who said they were well used. Some have been trying it from these ships. One boat left the other night, with some dozen in it. I fear they will find a watery grave. Strong's Island is a bad place for runaways. They can't stay run! Quite a number left one ship; some got sick of it, and came back; others had to be hunted up, and, showing fight, one of them got badly mauled by the natives—a rib or two broken, and his life endangered. His fellow-sailors thought they must be revenged on such an act of cruelty, so severe threats were made upon the authorities and the inhabitants, in case one or two of those natives were not given up to be maimed or murdered. Two houses were burnt; and but for the prompt and decisive action on the part of the Captains of the different ships, in getting their men on board before dark, there had been, probably, much sadder results to be recorded; it is not improbable there would have been some loss of life. We were surprised to hear from some sources the advice to let the natives take care of themselves, and settle the difficulty with the sailors with cold lead—and the means were put in their hands to do it! What were a little handful of sickly natives against such a posse of excited and revengeful white men? Allowing the number of desperadoes to be but very small, they could excite, and lead on to atrocious deeds, men who would be shocked at their doings at the moment of cool reflection, when it would be too late to recall their acts, and the yard-arm swing might be the demand of justice for the foolhardy act!

I take great pleasure, in behalf of my people, and of our Mission, to make grateful mention of the noble and judicious course pursued by some of the Captains, for our protection and safety. Some said there was no need of it, for nothing could be done. But discretion is the better part of valor. Two houses in ashes, would be a sufficient index for most men to rally for defense. "Oh, it is only a Kanaka house, and poor at that!" But the same principle that burns the Kanaka house, would fire the white man's dwelling. In the latter case, a swing from the gallows would be the forfeit.

The more I see and learn of the depredations and outrages practiced upon the poor, defenseless natives, the less I wonder at their occasional cruelties to shipping and to whites. In nine cases out of ten, I venture to say it is revenge for previous wrongs done them, or it is self-defense. Any depredations may be made upon a poor Kanaka—his coconut trees robbed, his canoe stolen, his house plundered; and if he asks for redress, he gets a kick, a cuff, or a curse—not by every one, I am most happy to say, but by many—far, far too many of those who visit them. While if one of these poor fellows is caught stealing a shirt, or a knife, or a biscuit, the whole ship is down on him, and if he gets ashore with his head on, and no bones broken, he may consider himself a lucky chap. Why this inequality of justice?

But the great death-blight with us underlies all this. When the first ship of this fall fleet came into the harbor, Mrs. Snow and I were making the tour of the island. Our first news from it was at daybreak the next morning, of men passing us in post-haste, by order of a chief, to get women to go on board ship! A few Sabbath evenings after that, as some natives took a sailor on board of a bark, they saw four native women on board of her. I would these were all; but we have too good evidence that it is far otherwise. I am thankful that I can say it is not so with all.

Is it to be wondered at that our people are gone, and the race ruined? Rather is it a wonder that any are left! At the rate of dimpinishing for the last year, in less than ten years the sod will cover the last of the Kussian race! Who cares? Who weeps for a lost race? Surely not the destroyers, except it be that there is no longer a work of death for them!

And with such facts, what shall we hope for in our efforts to elevate and save the native race in the Pacific? It is time the difficulties were laid open to the Christian world, and the true state of things looked at, face to face. There is "darkness upon the face of the deep." We need the "spirit of God to move upon the face of the waters." God says now, as he said at the beginning, "*Let there be Light!*"

Ever and truly your brother,

B. G. SNOW.

ORDINATION.—Ordained, at Hanaahi, Hivaoa, Marquesas Islands, on the Sabbath day, June 14, 1857, Isaia Kaivi, as an Evangelist, by an Ecclesiastical Council, convened for the purpose. The exercises were performed in the open air, under the shade of the coconut trees, in the presence of many natives of the islands.

J. S. EMERSON,

Moderator of the Council.

By late American papers, we learn that theatrical affairs are freely discussed in consequence of a lecture by Dr. Bellows, a Unitarian clergyman of New York City, who has come out very warmly in defense of the Theater. The *New York Observer*, *Independent*, *Times*, *Tribune*, and other papers, devote long columns to the subject. The Rev. Henry Ward Beecher thus alludes to Dr. Bellows:

"Without doubt, Dr. Bellows will hereafter give his presence. He is too honest a man to recommend a course to Christian men which he will not himself pursue. Selecting suitable armor-bearers—for instance, the Board of Deacons—we presume that our good friend will be found sitting conspicuously in front of the stage, a terror to evil-doers, and a praise to them that do well. Actors and actresses will peep out from behind the scenes to know whether to give the full or the expurgated play; whether they are to play to the top or to the bottom of the ethical scale. These reformatory visits to the theater we shall not make. But our information upon the effects of the theater has been gathered from less pleasant methods—from boys made wild and ungovernable; from clerks made untrustworthy; from apprentices made discontented and idle; from young men initiated into vice, and men not young fatally tainted or broken down by causes which, in part, were planted or developed and nourished by the theater."—*Independent*, May 14.

Some of our readers may remember that in the May number of the *Friend*, we made a few editorial remarks upon this subject. The following reply came from some unknown correspondent; and although ordinarily we allow all anonymous correspondence to pass unnoticed, still, in this instance, we shall give our correspondent's remarks a conspicuous place. The communication is imbued with an air of despondency that bespeaks anything but an argument in favor of the theater. Should any theatrical company be laying their plans to make the Islands a visit, this letter may effectually open their eyes to the sad prospects before them!

HONOLULU, May 1st, 1857.

MR. DAMON:—On taking hold of the *Friend* of this date, the first thing that attracted my attention was an extract headed "Charlie Backus and the Missionaries." To say that I was surprised upon reading it, would but poorly express my feelings. Having had the misfortune to become connected with the theatrical profession, probably I am as well posted relative to the doings of Mr. Backus, in this affair, as any person in Honolulu; and I deem it my duty as a man, (all are not such that bear the human form,) to pronounce the said extract one entire tissue of falsehoods; and from my slight acquaintance with Mr. Backus, I feel satisfied that he never made use of the language attributed to

him. Let his faults be what they may, Charlie Backus has a generous heart, as several here can testify to, they having been the recipients of his charity; and so far from his leaving California in the capacity of a "supe" to a theatrical company, I will state he left California with a reputation unequalled as a negro performer, and came here with the best band of negro performers ever organized in California, and with but one theatrical man in his company. What success he met with here, I am not prepared to state; but, on his return to this place, I was assured that they made a complete failure in Australia, losing all they had, and were compelled to part with their jewelry to raise means to take them to California, *en route* for which they stopped here, and leased the Royal Hawaiian Theater for six nights, for which they paid \$100 rent. They performed but one night, and had the theater been crowded to density on that occasion, the receipts would not have exceeded \$400. After deducting rent, printing, board, and other incidental expenses, I feel satisfied that Backus' share of the Missionary funds would have amounted to precisely what it did—"just nothing at all." In your comments you say that it is not your intention to refute the statement. In this I think you err. There are many persons, charitably disposed, who get their information of men and things from the papers; and if an accusation of this kind is allowed to pass unquestioned, it may be productive of much harm to the poor and needy. I have invariably made it a rule to speak of men and manners as I have found them, and I pledge you my word that I have endeavored to procure work, in any honorable form that would afford me a bare subsistence; and although probably as good a mechanic as ever landed here, until of late I found it impossible to procure a day's work. When I would ask for employment, the stereotyped answer was, "Oh, you are a theatrical, and it would hurt my business to employ you, as the Missionaries detest all connected with the theater." Thus was I, by the inconsistency of human nature, forced to obtain a livelihood by the very means they abhorred. Too proud to beg, too honest to steal, I have wanted the bare necessities of life. And can you still wonder "how a man that is a man," can adopt the stage as a means of obtaining a livelihood? Tell your Christian friends, "to err is human, to forgive divine," and when they see a person who is willing to forsake a calling that is despicable in their eyes, not to turn the cold shoulder to him. I have known several actors in my day that are now bright and shining luminaries in the Christian Church at home. Convinced of their errors, they renounced the profession, and many happy hours I have enjoyed in their society. But not wishing to intrude

too much on your valuable time for the present, I bid you adieu, hoping hereafter the "Plain Dealer" will state plain facts, and "nothing extenuate, or set down aught in malice."

Yours, respectfully.

NEOPHYTE.

For the Friend.

The Climate of Ponape, or Ascension Island, and of the Pacific Ocean.

BY L. H. GULICK, M. D.

The Island of Ponape, probably first seen by civilized voyagers by Quirosa in 1595, but first made known by the Russian Admiral Lutke in 1828, is in lat. 6° 55' N., long 158° 25' E. It is a member of that long range once called the New Philippines, but now known as the Caroline Islands, after the royal consort of Charles II. of Spain. It is difficult to say when or how the name "Ascension Island" was given it. It is inhabited by about 5000 copper-colored natives, members of a race that is traced to the East India Islands, and that is probably the progenitor of the Polynesian. The American Board of Foreign Missions established a Mission upon it in 1852; and it has since then become an important resort for American whale ships, about forty recruiting there each year.

No island of this whole range, nor even of Micronesia, (which includes the King's Mill Marshall, Caroline and Ladrone Islands,) unless it be Guam, of the Ladrone Archipelago, has yet been made a point for accurate meteorological observations, which will enhance the value of records on Ponape.

The following Meteorological Table, deduced by Mrs. Gulick from her daily observations, extended through a period of three years, will speak for itself of the more important topics connected with climate. It is to be regretted that the want of necessary appliances has rendered these observations much less extensive through the whole field of meteorology, than we would gladly have made them. And the present is an appropriate opportunity for making the remark, that Missionaries would be glad to serve the cause of science, in an incidental way, much oftener than they do, particularly in meteorology, could they be supplied with those instruments that are much too expensive for them generally to procure. May it not, with due modesty, be suggested to those having the custody of such instruments for the cause of science, that it might be well to entrust her implements to Missionaries to a much greater extent than is done—if, indeed, it is at all done. Why call upon them to prepare scientific "bricks" for the master-workmen, without granting the requisite "straw," particularly when they are more than willing to labor to their utmost ability consistent with the still higher interests they have in keep-

ing. It is in place to quote a remark made by the Rev. Mr. Mills, of the Navigator Islands, from an article in the *Samoan Reporter*, on "Hurricanes in the South Pacific": "Had Colonel Reid, when he furnished, through Lord Palmerston and the American Minister, Mr. Abbot Lawrence, instructions to the various consuls for observing the course of storms, at the same time forwarded the like directions to the Missionaries of the various Societies, I am sure that a large additional amount of information would have been furnished."

Summary of Meteorological Observations on Ponape, during 1853-4-5.

AVERAGE FOR 1853.

FAH. THERMOMETER.—Mean at sunrise, 76.90; mean at noon, 83.81; mean at sunset, 78.56; maximum, 89.00; minimum, 70.00; range, 19.00; mean, 79.75.

WEATHER.—Number of clear days, 96; showery days, 155; rainy days, 72.

WINDS.—N. E. trades, 64 days; calm, 1 day.

ELECTRIC PHENOMENA.—7 days with thunder, 5 days with thunder and lightning.

AVERAGE FOR 1854.

FAH. THERMOMETER.—Mean at sunrise, 79.17; mean at noon, 82.81; mean at sunset, 79.54; maximum, 86.90; minimum, 74.48; range, 11.52; mean, 80.50.

WEATHER.—Number of clear days, 97; days with a slight sprinkle, 42; showery days, 174; rainy days, 23.

WINDS.—N. E. trades, 239 days; variable, 98 days; calm, 26 days.

ELECTRIC PHENOMENA.—Thunder 9 days, (3 with lightning.)

AVERAGE FOR 1855.

FAH. THERMOMETER.—Mean at sunrise, 78.78; mean at noon, 83.33; mean at sunset, 79.73; maximum, 87.98; minimum, 73.76; range, 12.78; mean, 80.61.

WEATHER.—Number of clear days, 139; days with a slight sprinkle, 32; showery days, 118; rainy days, 35.

ELECTRIC PHENOMENA.—Thunder 7 days.

AVERAGE FOR THREE YEARS.

FAH. THERMOMETER.—Mean at sunrise, 78.28; mean at noon, 83.31; mean at sunset, 79.27; maximum, 89.00; minimum, 70.00; range, 19; mean, 80.28.

WEATHER.—Number of clear days, 252; days with a slight sprinkle, 74; showery days, 447; rainy days, 130.

ELECTRIC PHENOMENA.—23 days with thunder, (8 with lightning.)

Of the Thermometric Observations, it may be remarked that they were first made with a "centergrade," and afterward reduced to Fahrenheit.

There are few who will not remark the astonishing uniformity of temperature exhibited in the preceding summary. It is to be questioned whether there exists a series of observations exhibiting as great a uniformity, if even as great, in any part of our globe. "The South Seas," generally notorious as they are for salubrious equability of temperature, have probably not yet presented anything equal to this.

The mean daily range is about 5°.

The mean difference of successive days is about 1°!

The utmost range of the thermometer, during three years, was from 89° to 70°—only 19°!

The mean temperature of three years was 80.28°.

It should be remarked that the observations till May, 1853, were made in a most peculiarly unfavorable locality, which greatly exaggerated and distorted the thermometric conditions. The remaining observations were made from a locality such as would always be sought for a residence, and will without the slightest difficulty be found in every part of Ponape. By these it appears that the yearly mean is about 80.50°; the utmost range about 12°: the mean, at 7 A. M., about 78°; at noon, about 85°, and at 9 P. M., about 79.50°.

Let these figures be compared with those regarding the most favored portions of the globe. "The daily range of thermometer is: at Penzance, 6 1-2°; at Nice, 8 1-2°; at Rome, 11°; at Honolulu, 12°. The mean difference of successive months, is: at St. Augustine, Fla., 3° 68; at Penzance, 3° 05; at Key West, 2° 44; at Madeira, 2° 41; and at Honolulu, in 1837, 1° 59; in 1838, 1° 77. The mean annual range is: at St. Augustine, 53°, and at Madeira, 23°. At Honolulu, during twelve years, the range was 37°.—(Quoted from the *Climate, Diseases and Materia Medica of the Hawaiian Islands*.)

Facts to be stated in connection with remarks on the winds and weather, will sufficiently account for this singular equability, particularly when it is remembered what an immense expanse of ocean surrounds all these Micronesian Islands.

The predominating winds are the N. E. Trades. During the northern winter, while the sun is in southern declination, and while, consequently, the whole system of aerial currents is drawn to the south, the island is fully exposed to their action. This period usually lasts from December to May, inclusive; though there is much difference in different seasons. At times, the trades do not set in till January, and again they begin to blow steadily as early as November, and they cease blowing at any period from April to June. There are certain seasons when they are but faint, even during the dead of winter, as in January and February, 1856; and again they may continually intrude themselves during all the summer, as in 1856.

The Rev. Mr. Mills, from observations at the Samoan Islands, with much force inquires: "May there not be a cycle of trade winds connected with the theory of quadrennial periods, which has been advanced by the author of the 'Cycle?'" There seems to be a tendency to cycles of some kind in this Micronesian region, but our observations have not yet been sufficiently prolonged to determine their laws.

It may be remarked that the severer class of gales are comparatively unknown here. The typhoons of the China seas, and even of the seas north of the Ladrones, about the Bonin Islands, almost never extend to this island. Yet, once, during the youth of a few of the very oldest inhabitants now living, a desolating wind swept over the island, so tearing up the bread-fruit trees—the principal reliance for food—that an awful famine ensued, and large numbers died. It would seem possible that this was a cyclone. And it is very interesting that a similar gale produced similar results on Strong's Island, five degrees east of Ponape, and that, too, in the memory of the very oldest inhabitants. May not this have been the very same erratic cyclone that swept Ponape?

Of the weather: Without being able to give accurate udometric figures, the observations recorded regarding the general character of the days exhibit the fact that there is much humidity, though nothing excessive. Situated just on the southern confines of the northeast trades, and under the northern edge of the cloud zone that hovers over the equatorial regions between the two trade wind zones of the north and south hemispheres, the island is constantly exposed to precipitations from above. Before the trade winds reach the island, they have made their passage over thousands of miles of ocean, and have become saturated with moisture; so that, as soon as they impinge on the central elevations of our island, some of which are 2,858 feet in height, the clouds are arrested and showers fall; and, as the island is but little more than fifteen miles in diameter, they readily pass over them and water the lee no less than the windward slopes. And again, during the summer, while the trades have receded northwards, we are, ever and anon, shaded by the equatorial clouds, which pour their contents most bounteously; yet we are constantly so near the northern boundary of this zone, that we do not experience its severer, its protracted and unpleasant pouring rains of weeks and months. The humidity is consequently more equably distributed through the year than in most tropic regions; yet we speak of the summer as the season most rainy, if not as the "rainy season." It must be remarked, however, that the last year, 1856, during which the trades were very faint through all their usual months, and were quite intrusive through all the months during which they usually absent themselves, was the most dry remembered by the oldest inhabitants.

Of the electric phenomena, I can only report that thunder is rare and lightning still rarer. Thunder was heard only twenty-eight days in three years, and lightning seen only eight days. So very seldom does lightning prove destructive, that the natives have never suspected its agency, but attribute the results to a direct visitation from their *Ani*, or Spirits, the only gods they reverence.

MARINE JOURNAL.

PORT OF HONOLULU, H. I.

ARRIVALS.

June 26—Br bg Recovery, Mitchell, 27 days from Vancouver's Island, with cargo to Hudson's Bay Co.'s agent.
 28—Am sch Julius Pringle, Hughes, 20 ds fm San Quintin, with cargo salt to E. P. Adams.
 29—Sch Alexander, Enos, 20 ds fm Fanning's Island.
 July 1—Haw bg Advance, Collins, 14 ds fm Columbia River.
 6—Am bark Yankee, Smith, 12 ds from San Francisco.
 6—Ham brig Hero, Moeller, 61 ds from Sydney via Tahiti.
 July 9—4 P. M.—Am schr Queen of the West, Lovell, 15 days from San Francisco.
 11—Am brigantine Morning Star, Moore, 16 days from Marquesas, via Ijilo and Lahaina.

DEPARTURES.

27—1 P. M., Am bk Fanny Major, Lawton, for San Francisco.
 30—9 A. M., Am sch Vaquero, Newell, for San Francisco.
 30—10 A. M., Am sch L. P. Foster, Moore, for Tekalet, Puget Sound.
 July 10—1 P. M.—Schr Julius Pringle, Hughes, for San Francisco.
 11—Am whaleship Polar Star, Weeks, for cruise on the line.

MEMORANDA.

Report of Whalers at Tahiti.

(Reported for the Commercial Advertiser, by W. H. Kelly & Co.)

PAPEETE, TAHITI, June 8, 1857.

May 2—Eliot C. Cowden, Bailey, of Dartmouth, last from Sydney, whole voyage, 330 sp; on board, 275 sp; season's catch, 90 sp.
 24—Matilda Sears, Wing, of Dartmouth, last from Bay of Islands, whole voyage, 400 sp; on board, 300 sp; season's catch, 250 sp.
 28—Monticello, Baker, of Nantucket, last from Strong's Island, whole voyage, 1200 sp; on board, 1200 sp; season's catch, 250 sp.
 29—Isaac Howland, Hobbs, of New Bedford, last fm Strong's Island, whole voyage, 650 sp; on board, 300 sp; season's catch, 50 sp.

The Morning Star experienced head winds throughout the passage to the Marquesas—thirty days. On her return, she was but twelve days to Hilo; from Hilo to Lahaina twenty hours, and from Lahaina to Diamond Head seven hours. Saw no vessels during her absence. She will be hove down to-day, to have some repairs made to her copper, and will sail for Micronesia in about three weeks.

CARD.

The Seamen's Chaplain would acknowledge the receipt of \$20 from H. B. M. Consul General, for the support of this Chaplaincy, during the quarter ending June 30.

PASSENGERS.

From SAN FRANCISCO—per bark Yankee—H Severence, wife and mother, W A Aldrich and family, Mrs A G Chandler, Mrs C Daly and child, Mrs J Rivet and child, J Booth and family, Mrs J O'Neil and child, Mrs McColgan and daughter, H Silverston and family, Capt W Stott, Alfred Mitchel, W Strain, S Hoffmeyer, H McIntire, H May, H K Swope, Utai, L Zablin, J P Harrington, J Jolstan, and four in steerage.

For SAN FRANCISCO—per Fanny Major, June 27—Wm Freeborn, J H Strauss, Rev R Armstrong, H Dickinson, Geo Miller, Benj Richmond, Harris Luce, Capt Kelly, H Gurgent, Miss M Donce, Henry Porter, James Bell, Ah Yong, Peter Hoff, David Newman, Mrs Isabella Knight and 2 children, Mrs Evans and 5 children.—Total, 26.

For SAN FRANCISCO—per Vaquero, June 30—G Barnstable, J Thaxter, B H Goodwin, L. Simmons.
 For TEKALET, PUGET SOUND—per L. P. Foster, June 30—F C Newell.

From SYDNEY via TAHITI—per brig Hero—Mr Telesio, Mr Avere, Mr Miller, a native woman and child.

For TAHITI—per brig Emma—Messrs Wood and Macfarlane, Capt R Milne.

For ASTORIA—per brig Advance—R Coyt, A Medaille, David Bouchier, M Flores, Jose Taeshies, Mrs Illidge and 8 children.

MARRIED.

On board the bark Yankee, July 6th, by Rev. S. C. Damon, WILLIAM KINNEY, Esq., to MRS. CAROLINE DAILEY, of Calais, Maine.

At Sacramento, May 6, by Rev. Mr. Phillips, Professor J. A. GRISWOLD, late of the Orpheus Family and formerly of Honolulu, to Miss MARY A. LENOIR, of Sacramento.

DIED

In Honolulu, on Saturday morning, July 18, Master CHARLES MORTON PATY, son of Mrs William Paty, aged 8 years.

In this city, suddenly, on Monday, the 13th inst., of congestion of the lungs, ADELAIDE, wife of Geo. Keyte, aged 23 years.

In Lahaina, on Wednesday, July 8th, CHARLES A., son of Rev. Sereno E. and Cornelia S. Bishop, aged 2 years and 6 months.

On board the bark Zone, at sea, Sept. 23, 1856, WILLIAM MERRITT, of Canterbury, Conn., aged 19 years.

OBITUARY.

On Saturday evening, June 27, at 8 o'clock, after an illness of four days, JULIET ISABELLA JUDD, aged eleven years and three months.

And so she passed away from our arms and our homes; for we all feel bereaved when we think that we shall see her sweet face no more.

Her illness was very severe, and rapid in its course. The work of the destroyer was soon completed, in spite of all that devoted love and prompt medical skill could do.

When the dreaded crisis came, we had not to break to her the fearful tidings that her sweet life was about to close. With perfect serenity and self-possession, she announced the fact herself. She requested that the household should be summoned, with her uncle's family, that she might bid them farewell. The neighbors too, in whose houses she was ever a welcome guest, were remembered. No pen can adequately portray the scene presented in that chamber of death. There lay the dying child, her face illumined with angelic radiance, engaged in sharp conflict with the King of terrors. She knew she needed a Savior to wash away her sins, and fit her for Heaven. She had realized this before her illness, and had expressed to her mother her readiness to give herself away to her Redeemer. And now, with simple unwavering trust, she rested in His love, and in that precious assurance which she repeated, "Suffer little children to come unto me, and forbid them not, for of such is the Kingdom of Heaven." Smiles of unutterable love greeted all who gathered round her bed. We felt that "the Angel of the Covenant" was come, and faithful to his promise stood, prepared to walk with her through death's dark vale.

She said she loved Jesus, and asked them to sing "The Happy Land;" and it was sung, amid sobs and tears. And then her little cold hands clasped ours, as she imprinted a last kiss of love, and said "good-bye" to every one present, as though she was going away to return again in a few days. She also sent messages of tender love to all her absent friends.

Not once, during her painful illness, did she express a wish that something more might be done for her relief, nor one regret that she was so soon to die. Once, in the early stage of her illness, she inquired of her mother if there was a probability that she would be well enough to attend the "Children's Missionary Society," on Saturday evening. She had looked forward to that meeting with great desire; but, at the very hour when she would, if in health, have been uniting in its exercises, her ransomed spirit "took its mansions near the throne" of God and the Lamb in Heaven.

Farewell, dear little Juliet. We shall miss thee sadly. We may not touch on the grief which shrouds thy earthly home in mourning, but in the Sabbath School, and in all the little gatherings of the children, we shall yearn for thy gentle presence. Long will our hearts ache when we think of thee laid away in the silent grave. But we will look upward to Him who is "the resurrection and the life," and we will look forward, too, with patient hope, to the time when thy little form

"Shall rise in full immortal prime,

And bloom to fade no more."

Nuanuu Cottage, June 30, 1857.

A. W. S.

ADVERTISEMENT.

THE SAILOR'S HOME.



MR. & MRS. THURM, MANAGERS

THE HOUSE IS NOW OPEN FOR THE ACCOMMODATION of Seamen. Board and Lodging will be furnished on the most reasonable terms. The Managers, having for several years kept a private boarding-house in Honolulu, and during that period accommodated many seamen, hope to receive the patronage of the seafaring community. Seamen may rest assured that no efforts will be spared to furnish them a comfortable home during their stay in port. Boarders accommodated by the week or single meals.

Apply for Board at the office, in the dining-room.

NOTICE.

A LETTER WITH A DAGUERREO-TYPE, addressed to Mr. H. Bingham, Honolulu, Sandwich Islands, from Lagrange, Georgia, U. S., and received at the Post-office in Honolulu Jan. 20; upon being opened by Hiram Bingham, junr., is discovered to be addressed to Mr. Howell Bingham, from Benjamin H. Bingham and D. B. Jeter. The letter and package may be found at the Post-office.

Honolulu, April 27, 1857.

ADVERTISEMENTS.

NOTICE TO WHALEMEN.

MACY & LAW,

—DEALERS IN—

WHALEMEN'S SUPPLIES AND GENERAL MERCHANDISE,

Kawaihae, Hawaii.

CONSTANTLY ON HAND a good supply of Hawaiian beef, potatoes, hogs, sheep and numerous other articles required by whalemén. The above articles can be furnished at the shortest notice and on the most reasonable terms in exchange for bills on the United States or orders on any merchant at the Islands. No charge made on inter-island exchange.

Beef packed to order and warranted to keep in any climate. 3-11.

B. W. FIELD,
COMMISSION MERCHANT,
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THE FRIEND:

A MONTHLY JOURNAL, DEVOTED TO TEMPERANCE, SEAMEN, MARINE AND GENERAL INTELLIGENCE,

PUBLISHED AND EDITED BY

SAMUEL C. DAMON.

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THE FRIEND.

HONOLULU, AUGUST 26, 1857.

Sailor Religion not Sectarian.

There are various Christian sects in the world. There are the terms, Methodist, Presbyterian, Baptist, Episcopalian, and a score of other different names denoting the various sects and denominations of Christians. A person may be a Christian and belong to any of these various branches of the church militant, but still these very terms do, to a certain extent, convey a degree or shade of error. In proportion, as Christians lay aside their errors and differences, in the same proportion will they attach less importance to names, and more importance to the *vital principles* of the Christian religion. It has been our privilege to have become acquainted with, *not a few*, Christian sailors. The stamp of their piety is not sectarian. Christian sailors seldom use the terms Methodist, Presbyterian, or Baptist. Their views are eminently *Christian*, and of the New Testament stamp. A sailor knows little about creeds, hence when he turns his thoughts to religion, his piety is not sectarian or bigoted. With a sailor, religion means becoming a good man, a praying man, a Sabbath-keeping man, a Bible-reading man. Some months ago, a person of this description followed us from the Bethel to our office at the Home. He was a perfect stranger—but, after expressing in the most respectful manner, his desire for the privilege of an interview, his first question was: "Can you tell me whether I am a Christian?" Our reply was, "certainly not until I learn something respecting your views and opinions." We then asked him—"Do you read the Bible?" "I read" he says, "scarcely any other book."

"Do you pray?"

"Continually."

"How long have you been pursuing this plan?"

"Eighteen months."

"Do you love the Savior?"

"I would die for him."

"Have you never conversed with Christians?"

"No, for I found none on shipboard."

"Do you desire to live a Christian life, and become known as a follower of Christ?"

"I do."

"Keep on," we told him, "and you may hope to reach Heaven at last."

This man wrote us from California: "It does not matter much where I am in the world, so long as I have the Lord with me, for He is able to bear me up at all times, and keep me from falling. I know that my Redeemer liveth, and I know that He is able to keep what I have committed to His care, until that great day of the Lord." We shall not probably ever meet this sailor-man again, but his experience illustrates the position that we have here taken that the sailor, when converted, is not converted to a sect, but to Christ—and that a sailor's religion is eminently Christian, and not denominational.

COLPORTEUR.—The Executive Committee of the Hawaiian Tract Society take pleasure in announcing that they have secured, for a few weeks or months, the services of Mr. Bicknell, who has been laboring as a missionary at Marquesas. He is visiting the islands to obtain the printing of books in that language, and expects to return the first good opportunity. The Committee would most cheerfully recommend Mr. Bicknell to the foreign community in Honolulu, and seamen visiting this port. Mr. B. has his office at the Bible and Tract Depository, at the Sailors' Home.

☞ All the prominent and leading ship-owners of Boston, New York and Philadelphia, have undertaken to abolish the system of paying seamen "advance wages." The effort appears to be general and united. If it is carried out, an immense amount of good will result to seamen.

☞ Donations for support of the Bethel.—Capt. Janvrin, \$5, Leonard & Co., in lumber, \$10.

(For the Friend)

The Ruins on Ponape, or Ascension Island of the Pacific Ocean.

By L. H. GULICK, M.D.

Ascension Island of the Pacific Ocean, called by the native inhabitants Ponape, is situated in lat. 6° 55 N., and long. 158° 25 E. It is peopled by a race that no doubt migrated from the west, and most probably from the Philippine Islands. Its language has many close relations to that spoken in the western part of the Caroline range, which has been distinctly traced to the Tagala of the Philippine Archipelago. It consists of a coral reef about eighty miles in circumference enclosing several basaltic islands, one of which is perhaps sixty miles in circumference, and gives name to the whole group.

A thorough description and discussion of the ruins on Ascension Island will throw much light on those similar structures that have been slightly noticed on various Micronesian islands, and that will, no doubt, yet be found more widely diffused on all the high islands, and more interesting than has yet been imagined.

A DESCRIPTION OF THE RUINS.

The whole main island, and even the lesser ones of the slightest moment, may be said to be covered with curious stone structures that are conveniently termed ruins, though it should not be inferred that they are necessarily in a ruinous condition. It is difficult to walk a mile, or even half that distance, in any direction without encountering these remains of ancient labor. They are to be found in all possible locations, along the ocean shore, and miles inland, on hills of commanding height, and in secluded valleys, on level plats, and on steep hill slopes. They are of very various ages, as may be inferred from their being found in every degree of preservation, and from the varying growths of vegetation in and upon them.

A few of these ancient wonders are of earth, and these are to be found in two or three of the open spaces in the forests, where naught but a short grass and a few stunted pandanus shrubs grow. They consist of long narrow mounds, from eight to ten feet in height, and about fifteen wide at the base.

By far the greater number, however, of these structures are of stone, and these are of several kinds.

1. A heterogeneous class which it is difficult to designate. Sometimes they are mere lines of stones, with no definite commencement or termination; formed often, perhaps usually, of the very largest kind of moveable rocks, and of very varying heights. Sometimes, as at the mouth of the Ronkiti stream,

they appear like an embankment for a road along the shore. In several of the excessively rocky parts, as on the eastern slopes of the Jekoits Island, large bodies of stone are piled up in every imaginable arrangement, forming long walks, embankments, solid squares, and irregular enclosures.

2. Scattered over every portion of the island, with the possible exception of only the mountainous central peaks, are walls arranged in squares or parallelograms, sometimes a wall within a wall, and often enclosing a pile of well laid stone, in which a small vault may generally be found.

These squares are of every size, from two or three yards to ten or fifteen rods. The walls are of all heights, sometimes scarcely more than a continuous line of stones, and at times five or six feet high, and in one noted case (that shall be particularly described in connection with the next class of structures) they are more than twenty feet in height. The materials are principally irregular basaltic rocks, occasionally basaltic prisms intermixed, and oft times coral stones fill up the interstices. In some few instances an outer wall encloses an inner. If the walls be of any height an entrance, four or five feet in width, is almost always to be found very near the center of one of the sides. And when there is a double wall, a passage in the enclosed wall exactly corresponds to that in the outer.

In many cases near the center of the enclosed space, rather to the side farthest from the entrance, and sometimes quite in one of the remote corners, an apparently solid square of stones will be found, from three to six feet high, and from twelve to fifteen feet in length and breadth, in which is a rude vault about six feet long, three to six feet broad, and from three to five feet deep. Long, broad stones from the roof of the vault, and often, immediately before the entrance through the the outer wall, an obsolete opening into the vault will be seen, which has been carefully filled up in a way that shows it was done after the original walls of the vault were built. It is sometimes impossible to find a vault in this central square, yet not often. An entrance to the vault can usually be effected with comparative ease from the top, though that is most palpably not the original intent. Human bones, far advanced in decomposition, are not unfrequently to be found in these vaults, with ornaments, such as were no doubt once used by the inhabitants, and that are much like those still valued by the natives not only of Ponape, but of most Micronesian islands both to the east and west.

3. In one locality on the eastern shore of Ponape, at the mouth of the Metalanim harbor, on the coral flats between the encircling reef and land, a number of artificial islets are so arranged over the space of perhaps a square half mile, that the appearance is such as the submerged foundations of a modern city with no superstructures might present.

These are "the ruins" first discovered by a sailor named O'Connell, in a small volume entitled his "Adventures," and spoken of in Hale's Report on Ethnography and Philology, connected with the U. S. Ex. Ex. So much of the irreconcilably and egregiously incorrect is mixed with O'Connell's narrative, not only regarding the ruins, but concerning

everything connected with the whole island, that I shall but slightly allude to it, though it has the considerable merit of having been the first published notice of these structures.

Where these peculiar ruins are found, the distance from the land to the encircling reef is not half a mile. Coral flats, slightly higher than low water mark, occupy the whole space. Some of the islets are regular parallelograms, fifty feet and upwards in length; others are very irregularly trilateral, quadrilateral, or polyateral, covering, in some instances, several acres. They are so arranged in relation to each other that canal-like spaces intervene, on an average perhaps twelve feet wide, through which the tide ebbs and flows. At the junction of canals or streets from different directions, they often widen out to many yards.

The unvarying structure of these islets is an outer edging or facing of basaltic rocks, chiefly prisms, while the whole enclosed area is filled up with closely packed coral stone, to the level of the top of the basaltic wall, which is one, two, or three feet above high water mark. In but very few cases is this skeleton of the islets crumbled. On several of the islets there are walls of the same structure as those before described, forming enclosures, both with and without central vaults.

This whole assemblage of islets is now overgrown with vegetation. Some of the larger islets are occupied by bread fruit and coconut trees; the rest, together with large portions of the canals, are enshrouded with the mangrove. Till within the memory of some living in 1852, the whole of this locality was densely populated, with the exception of the most sacred spots, and no mangroves were allowed to intrude. A few inhabitants are still to be found there.

On one of the islets, named Pankalera, where some of the most important religious ceremonies of the tribe are several times a year performed, a sort of paved way, laid with broad stones, some of them having a peculiar central depression, leads to a spot peculiarly sacred, over which a small shed is erected. Near by are several low walls, forming more or less decided squares, at different points of which religious ceremonies are, at stated seasons performed. There are several other sacred islets where ceremonies are at times celebrated, and where low walls or pavements can be seen by those who dare venture in. In the canals, at several different places, are stones of peculiar shapes, one of which is called a turtle, one an ear ornament, one a wooden trough, and one an instrument for pounding food, all of which are connected with mythological tales.

I will not more particularly notice any of the islets, save that one named *Nantoaj*, the most singular and astonishing one of the whole number, from the structures erected upon it. It was the structures on this islet alone that were briefly and accurately described by the Rev. Mr. Clark, and for the first time delineated by Mr. J. T. Gulick, in the *Friend* of Dec. 17, 1852, Honolulu, Sandwich Islands. I copy a description of them, written by Mr. J. T. Gulick, October, 1852, and ultimately laid before the American Geographical Society:

"They present a front of 160 feet, and are over 150 feet in length, from east to west,

occupying a little islet about an acre in extent. The foundation platform, which consists of coral stones with a basaltic facing, rises about eight feet above low water mark. On the west side, the walls, which are about 20 feet high, are placed back from the edge of the foundation works, leaving a platform 15 feet wide; but on each of the other sides the face of the wall corresponds with the buttress, presenting a perpendicular front 25 feet above the water.

"Except on the front, or western end, the walls are not only overtopped by large trees, but are even buried in the green foliage of ferns and bushes and long hanging vines. They appear quite perfect, except in one place on the north side, where, for the space of a rod or two, the wall has given way on the inside, though the outer face is perfect, and also on the north side western entrance. A broken place in the platform on the front side affords an easy ascent, and an entrance 15 feet in width opens through the walls to the structures within.

"At this place we entered and spent two hours or more in exploring the vaults, measuring the walls and securing specimens of the prismatic formations, which are almost the only kind of stone found in the walls. Many of the prisms are over ten feet in length, having five, six and seven sides—the five-sided ones being the most abundant. One that we measured was eighteen feet in length and about two feet in diameter, having six sides. In constructing the walls, the stones of one tier have been laid parallel with the line of the wall, and those of the next transversely. The smallest prisms were three or four inches in diameter.

"Within the outer bulwarks is another enclosure, with 75 feet front and 95 feet depth. It has a foundation platform of its own, on which its walls and the main central vault are built. This platform is 8 feet above the main foundation on which the outer walls stand, and is 100 feet broad by 127, which leaves a walk around the enclosure 20 feet wide on the eastern side, and 12 feet above the platform, which leaves the top but a foot or two lower than that of the outer walls.

"The lower part of the outer wall is 18 feet thick on the west side, and 14 on the other sides; but at a height corresponding with that of the foundation of the inner enclosure, the wall is narrowed, leaving a walk 8 feet wide around the inner side. Above this, the walls are 10 feet thick in front, and 6 on the other sides. Besides the wide entrance on the west side, there is a little passage about 5 feet wide and 4 high through the wall on the south, and a similar one on the north side.

"The inner walls are built on the same plan as the outer ones—the lower part being ten feet thick, and the upper but five. They are however finished differently at the top, for the last two or three courses of stones, jut beyond the face of the wall forming a cornice about 2 feet wide on the outer side. The entrance is on the west side, directly in front of the first one, and of about the same width. In the center is a pile of stone-work 12 paces square at the bottom, and 8 or 9 feet in height. Two surrounding platforms, each a yard in width, divide the ascent to the top into three steps. The top is about 24 feet square. Within this structure is a vault;

and on the west side; directly in front of the gateway, there seems to have once been a door-way leading into it, which is now strongly blocked up. A narrow entrance has however been opened at the top through which we descended, and found ourselves in a dark cell 8 feet deep, and 11 by 10 in length and breadth. The only light that reached us entered through the cracks between the long prisms that are laid across over head. The foreigners told us that coral stones once formed a pavement on the floor of the vault, but within 10 or 15 years they have been torn up by captains searching for relics. They say that in 1838, Capt. Chas. Coffin, of the ship *Ohio*, Nantucket, and Capt. E. B. Shirman, of the *Marcus*, Fairhaven, visited the vaults together, and took from it several human bones of gigantic size.

"We entered two other vaults, which were outside of the inner walls in the foundation platform, and not marked by any building above—one on the north, the other on the south side. We were told that Mr. Dudoit, who is now on the Sandwich Islands, took two silver crucifixes from the vault on the south side. Besides the vaults we entered there is one outside of the inner wall, on the east side. We were told of ten others, but their existence is very problematical."

It is only necessary to add to the above description that about the islet, on its seaward, north-eastern, aspects, are several low enclosing walls, one without the other at varying distances, the outermost of which is distant from the islet, perhaps 600 feet, and runs so close to the edge of the flats that a vessel might almost ride alongside of it.

THE BUILDERS OF THESE STRUCTURES.

I unhesitatingly acquiesce in the opinion of the Rev. Mr. Clark, of the Sandwich Islands, and of Mr. Hale, of the United States Exploring Expedition, that none but an uncivilized race of people built these various structures on Ponape. The idea that buccaneers, or Spaniards of any character, erected any part of them is the result of a pure exercise of an undisciplined imagination. It is palpable that the race who built any portion of these structures, built the whole; if Spaniards built any, they built all. And more, if Spaniards built any of these Ponape wonders, they also built all those that are to be found on probably every "high" island of Micronesia—those certainly on Kusaia (Ualau, or Strong's Island), on Yap, and even on Tinian. Whatever may be reported in print by Capt. Fisher (as found in the Annual of Scientific Discovery of 1853, quoted from the Vineyard Gazette), and verbally by others, of a splendid modern "city" in ruins on Tinian, of the Ladrone Islands, we must, till their reports are very much more fully confirmed, continue to deem those structures nearly allied in character and origin to all that have yet been discovered in Micronesia, evidently the handiwork of a numerous, active, architectural, but uncivilized race. Even D'Urville, in his description of the ruins on Strong's Island, utters not a suspicion that civilised talents were demanded for their erection.

But it will be sufficient to confine our attention to the ruins on Ponape alone. We well know the general character of structures Spaniards would have erected during any

portion of the centuries they have more or less actively navigated these seas. How different they would have been from anything we find on Ascension Island, need not more than be alluded to. The silver crucifixes and Spanish dollars found in one of the vaults at Nantoaj, with a pair of silver dividers, and a brass cannon, found long since on the south side of the island; together with the tradition that a boat's crew once landed there with skins (probably coats of mail) so thick that the only mode of killing them was to pierce their eyes, only prove that Spaniards, or people like them, have been here. It is now three centuries since the Spaniards discovered Guam. It immediately became their "half-way house" between their South American colonies and East Indian possessions. For more than two centuries they traversed the seas most actively, and Querosa probably discovered this very island in 1595. It would have been passing strange had none of them ever stranded on this island, and so brought the few relics found.

But again, it seems to me as certain that it was the ancestors of the present race, as that it was not Spaniards, who built these Ponapean structures.

The present race are fully competent to everything found, and are most intimately connected with them by traditions and religious customs. Why then multiply causes, when the one most palpable, and immediately before us is more than sufficient?

But it is objected (1), that the present race is not competent—that the inhabitants are too few, too indolent, and have no capacity or talent for such labors. That they are at present too few and feeble is undoubted. They now number on this island about 5000. Yet three years since there were not far from 10,000; and twenty years since there were probably 20,000 or 25,000; and a century since, it is probable, from traditions, that their numbers were even still greater. They are now divided into five tribes, but it is certain from well-expressed tradition, that this is but a modern division.

That they are too indolent is equally true at the present time. But they were not always thus. The depressing and enervating influences of tobacco, and rum and foreign disease, take the life out of every people, and are most palpably doing so to this people year by year. There is the most positive evidence that in other departments of labor, the degeneracy of this people is even more marked than in that of building with stone. Their canoes and houses, and various utensils of past times if now seen, would scarce be supposed to be formed by the present race.

That the present inhabitants have no talent or taste for laying stone is quite a mistake. They lay stone most admirably. The foundations of their houses to this day are of stone. They are of course laid by the eye, yet the angles are square, and the faces plumb when any care is exercised. They are, most emphatically, to this day, a stone-laying people, perhaps even as much so as the inhabitants of Strong's Island, who, at least till very recently, rebuild the walls about a chief's house on the death of any member of his family.

Two large buildings have been erected on this island within three years that serve much to correct the notion that this people,

when much more numerous, and when united under one head, could not have built even the most enormous of the structures now found of ancient dates. One was a building 60 feet long, by 40 wide, on a solid stone foundation four feet high, erected by the Nanakin of the Kiti tribe. The other was also a private residence built by the then King of the Metalanim tribe in the northern limits of his tribe. It has a double foundation; the first is a solid platform of stone 100 feet by 30, and eight feet high. The second foundation is a second solid platform, built on top of the first, 30 feet long, 20 feet wide, and 8 feet high.

The following extract from Rev. Mr. Doane's journal, while natives were engaged in laying a Ponape foundation of his house on Jekoits is testimony exactly to the point. "I was not a little interested with the earnestness with which they worked. Surely, if there were fifteen or twenty thousand natives on the island, they could accomplish any piece of work they undertook. The way in which especially the stones, very large ones, were laid hold of and brought to the place, suggested to my mind a sufficient explanation of the structure of the large ruins on this island. Supposing at some past time the population may have been 20,000, and this large number controlled by religious zeal, and powerful, ambitious chiefs, I think, from the way natives to-day took hold of the large stones requiring five or six men to carry one, the work on these ruins can readily be accounted for. All that is needed is some powerful will to command." Says the Rev. Mr. Sturgess in the Journal of Missions, August, 1856:

"Some have supposed these walls were for defence, and that they were the work of a more civilized people than now live here. I see no necessity for either, as the whole would seem to be of use in the religious rites of the present natives; and there is nothing about them requiring any more skill than is found among this people. The only wonderful thing is, that so much labor should have been performed without machinery."

It is also objected (2), that this people have no knowledge of the builders of these structures, have, no traditions concerning them, and that they have nothing whatever to connect them with the ruins themselves. This objection is founded on as total misapprehensions as the first.

They have many a tradition concerning them. They unhesitatingly say the "Ani" built them, and Hale most correctly conjectures that "when the natives say these structures were raised by 'hand,' or 'animan' (spirits), they may be merely referring them to their ancestors, the actual builders." They not only "may be," but most certainly are. It is true that some of their "ani," or spirits, are self-existent; but the great mass, and those that receive the most immediate worship, are but deceased ancestors, and every person of every age and grade, immediately after death, even before burial, is termed an *ani*. I will reserve to another paper a detailed notice of some of the most interesting of these traditions.

There are not however only traditions connected with these ruins, but a large number, if not all, of the stated religious ceremonies are connected with them, and are performed in or by them. As has been already remark-

ed, several points among the islets at Metalanim, including the celebrated *Nantoaj*, are places of worship at various different seasons of the year, and are so sacred that the mass of the common natives do not, to this day, enter their more *tabu* parts, unless in the convoy of a missionary, and even then but few of them, and with hesitancy. So also of many places in all parts of the island.

THE OBJECTS FOR WHICH THESE STRUCTURES WERE BUILT.

It might well be conjectured that such a stone-laying people, might employ stones for various different objects on an island where this material so abounds—and the differing appearances of the ruins confirm the idea:

1. The long, apparently aimless, lines of stones, may have been to form substantial paths, and perhaps to preserve the land on the declivities from being washed away, and a secondary purpose may have been to partially rid the cultivated land of the stones. This last seems to be the more palpable intent of the irregular stone piles in some of the more rocky parts. On a smaller scale, it is to this day performed by the inhabitants of those localities, so as to employ to advantage the little earth found between the rocks. Stone walls of this character are to be found in some of the rocky portions of the Sandwich Islands, and probably other South Sea islands. In a few cases the attempt at a rude wharf can be detected, alongside of which, at high tides, canoes do, to this day, lay with advantage.

2. The enclosed spaces, with vaults were, without a doubt, places of sepulture, the vaults being tombs. The natives readily acknowledge this. Often human bones, not fully decayed, may be found in the vaults, from which it is evident bodies were deposited in them at no very remote period, for bodies laid comparatively exposed like these, could not many years remain in such a humid climate as this. The vaults on the *Nantoaj* islet were the places of sepulture for the highest chiefs of this tribe till since the residence of foreigners on this island. They have only ceased to be tombs since the natives learned to fear the intrusive Yankee. It is by no means to be supposed that entombing was in ancient times the only mode of disposing of the dead, for it was probably the more noted chiefs and priests alone that were thus honored. This mode of honoring the dead has been gradually less and less resorted to, till now it is discontinued.

The quadrangular walls without vaults, may possibly, some of them, have been the boundaries of special lots, gardens, or family inheritances—but some of them, we have good evidence, enclosed places of burial, which will incline us to view them all as marking burial places. Some such places are still most sacred, and religious services are performed in connection with some of them. Some of the structures on the islet *Pankatera*, where chiefs have undoubtedly been buried in graves, or concealed in vaults, are of this nature.

I have not, on this remote island, the requisite books for verifying my conjectures, but I am strongly impressed with the idea that structures of the general character mentioned under this head, are to be found on many of the Polynesian islands. Ancient

ruins, conjectured to be tombs, are found on the Tonga or Friendly islands. (Latham's Natural History of the Varieties of Man.) Many of the sacred enclosures on the Society Islands were mere parallelograms enclosing sacred houses. (Ellis' Polynesian Researches, Vol. 1.) And the "*heiaus*" of the Sandwich Islands were certainly of this general character. The idea of sepulture may have become disconnected from such structures before the race reached those most eastern islands, while yet the style of building was retained.

3. The islets near the mouth of the Metalanim harbor, are, I think, the result of a taste for residences in very close proximity to the sea, and probably the high chiefs of the whole island once resided near each other in this miniature Venice. The chiefs of Strong's Island to this day tend to congregate on the small island in their weather harbor, where the structures are in some degree insular and submerged, as here. The common taste for such "marine" cities, will probably yet be traced to habits in the "father-land" from which they diverged. It is palpable also, that the labor of erecting such structures are greatly less from being close to, or in, the ocean. The prisms of which these ruins is built, must have been brought from the northern aspects of the island, distances of from eight to fifteen miles.

The quadrangular walls, with and without vaults, together with any other superstructures, were probably added to some of the islets on the decease of the prominent residents. If any prefer, however, it would not be an eccentric theory to suppose the islets employed as places of burial were specially built for that very purpose, and that the others grew around them as about central points.

The walls running along the north-eastern aspects of this vicinity, and extending to the edge of deep water, seems, very probably, to have been a barrier against the heavy swell of the north-east trade winds.

It is interesting to remark that one of the most regular of the islets, standing quite by itself in a very central locality, is reported to have been the site of a large feast-house, and that a few years since the inhabitants of the *Jekoits* tribe took the measure of it and built a feast-house on the *Jekoits* Island, of exactly the same size.

This submerged locality may, even to this day, be considered the head quarters of the whole island. More important ceremonies are performed here than any where else, and many of the performances in other places have some reference to those here. The chiefs and priests of this tribe are, to this day, the most bigoted, and are the rallying points of the island's crumbling heathenism.

Mr. Hale's suggestion that the whole island of *Ponape* has undergone "a slight depression" since these structures were erected, seems, on inspection, to be no ways probable. The foundations of these islets are laid on the coral reef that rises an inch or two above the very lowest stage of the tides. To those acquainted with the entire reliance of this people upon canoes, even to this day, as vehicles for moving, for even the shortest distances, it seems not at all improbable that, in building anything extensive, a submerged locality should be selected.

I hazard no special remarks on the objects of the long mounds, as I had not opportunities for sufficiently examining the two or three that are known to exist. From what I have seen and from tradition, I judge them to be connected with the noble "dead"—the "*ani*."

THE OAHU CLERICAL ASSOCIATION—Will meet at the Study of Rev. E. W. Clark, on Tuesday, Sept. 8, at 10 o'clock A. M.

LETTERS

Have been received by the Chaplain for the following persons:—William P. English, Henry T. Hart, Thomas S. Bain, William Douglass Buel, John W. Marston, Samuel Vandyke, John Davis.

INFLUENZA.—Late accounts from the States report that an epidemic similar to that prevailing on the islands, was raging in San Francisco, and also throughout the Western States. The epidemic of 1845, of a similar nature, was traced through America, Polynesia, and finally prevailed extensively in China. We are happy to learn that it is disappearing from the islands, and, as yet, has been by no means so destructive as in 1845.

Bibles in the World.

It is computed that all the Bibles printed in the world, prior to 1804, were less than one-tenth the number printed since that date. In that year the British and Foreign Bible Society was established, which has issued about eight millions more—of which the American and Foreign Bible Society has issued about one million—making in all, some forty millions published since 1804, against a total of four millions previously. In two years, at the rate of about two millions per annum, we print more than was printed in the first four centuries after the invention of types; and in the next fifty years, at the same ratio of increase as in the last fifty, the Word of God will be multiplied to an extent equal to half the population of the Globe; and doubtless far more than the full number of those who will even then be able to read. The number of languages and dialects in which it has been printed, is now one hundred and sixty. Thus even in the most material sense, the Bible is "the book of books;" outnumbering in circulation, and in the languages which it speaks, all the other books in the world, combined.—*Examiner*.

NEW MODE OF FISHING.—Capt. John Young of Provincetown, has for the last two years, fitted out his vessel with boats, and what he terms "scrawls" or ropes, to which are attached an almost innumerable number of hooks, which being bated, are suffered to lie upon the bottom, to be drawn up once or twice a day. The fish thus taken are much larger than those taken by the line, and bring a higher price in the market. The difficulties which Capt. Y. encountered the first season were mostly overcome the last, and we understand that several vessels are now fitting out from Provincetown with this apparatus for cod-fishing the next season on the Grand Banks. If they are as successful as they anticipate, it is thought it will work quite a revolution in the mode of taking cod fish, and render the business less dangerous and more lucrative.—*Yarmouth Register*.

Then and Now.

In glancing over, a few days since, Stewart's Journal of his Residence upon the Sandwich Islands, during 1823, '24 and '25, we had our attention arrested by a paragraph on tax-gathering. On Mr. Stewart's arrival in April, 1823, he desired to pay his respects to Royalty. His description of His Majesty evidently conveys the idea that he was not a member of the Temperance Society! Respecting Liholiho's favorite Queen, Tamehamaru, Mr. Stewart thus remarks: "She was seated on a sofa, at the middle of a long table covered with a superb cloth, having a writing desk open before her, and a native secretary at each end of the table, recording the names and taxes of the inhabitants of a district who were paying tribute. These were entering in single file, and passing along the table, on the opposite side of the Queen, deposited their dollars before her, and left the house at another door. Every twenty or thirty of them were preceded and followed by a couple of the King's body guard, armed with muskets, and in a kind of uniform. The only dress of Tamehamaru was a loose pink slip. She is a woman of business, and appeared well versed in that before her."

The good people of Honolulu are not now called up before His or Her Majesty, and there called upon to deposit their dollar! Oh, no! Behold the march of improvement and rapid strides of civilization! How are things done now?

His Majesty appoints an enumerator. Very gentlemanly, of course. Who so much so, as an ex-editor? This officer of the Crown calls at your residence, accompanied by his secretary. In the most polite manner, such as the following questions are asked: "How many dogs have you? How many horses? How many servants? and whether any children?" These officials withdrawing, bow in the exact style of Lord Chesterfield. As their retiring shadows are disappearing, suppose, you venture to enquire, "Is there nothing to pay?" You are informed that ere long, other officers of the Crown will pay you a visit! How very unlike the present to the past! Only imagine the "hue and cry," if the good and loyal subjects of the King were now ordered to the palace, and then paraded into "the presence," under a file of soldiers! We would only add, that in those days dogs were eaten, but now they are merely taxed—\$1 per head, per annum! Another proof of advancing civilization. Report says, that in times of yore, the poor kanakas were not only taxed, but eaten into the bargain! Now, for the information of the world at large, we would state, that eating men is entirely out of the fashion at the Sandwich Islands, and that the taxing matter is conducted in a style that older and professedly more civilized nations might profitably imitate.

"Songs for Little Ones at Home."

The old and young, parents and children, have, for the last few weeks, most anxiously enquired "When are we going to have any more 'Songs for Little Ones?'" Our reply has been, "When the *Harriet & Jessie* arrives." We really do not believe any one article on board that ship was so much in demand among the good people of Honolulu as this little book. It is a most charming volume. The compiler, whoever she was, understood exactly what would suit a child. We rejoice that the children and youth of Honolulu have a taste for a book containing so many innocent, cheerful and heart-moving songs as this volume contains. We hope these songs may all be committed to memory. If any of our readers, who have bid adieu to childhood, wish to live over again the innocent days of their early years, we recommend them to read this volume, commencing,

"Welcome, welcome, little stranger,
To this busy world of care," &c.

The mere glance at these beautiful pictures on pages 10, 13, 15, 17, 27, 35, and so on, will more than repay the price of the book. If any of our readers dislike children, are morose, down-spirited and cross, we would earnestly recommend them to buy a copy, gather a company of children around them, and then commence reading aloud! Depend upon it, the effect will be most salutary. The supposition that a reader could contract his brow, look cross, and feel snappish while reading

"Cherries are ripe,"

and looking at the picture on page 35, is perfectly absurd.

Let any man read Mrs. Heman's spirited lines,

"The boy stood on the burning deck,"

looking at the engraving on page 269, and he will feel something like an electric shock running along the soul's delicate wires that will start the tears. He cannot prevent it if he has got a soul!

NEW UNITED STATES CONSUL.—Rotation in office appears to be the policy of the American Government, so that, during a very few years, no less than seven United States Consuls have been appointed to the office in Honolulu, not to mention the Vice-Consuls who have officiated. One has followed in the steps of "his illustrious predecessor," even more rapidly than new Presidents have been chosen. To Mr. Brinsmade succeeded Mr. Abell, then Messrs. Turrell, Allen, Angel, Ogden, and the new incumbent, the Hon. Abner Pratt, late Chief Justice of the State of Michigan. It has been the peculiar good fortune of the late Vice-Consul, Dr. Lathrop, in his office, and at the Hospital, to have acquired an enviable reputation. His long and familiar acquaintance with seafaring men admirably qualified him for the duties of the station, and not a few hoped that he might have been continued in office. As we have an eye to the sailor's comfort, when sick, it affords us great pleasure to speak of the management of the medical department of the Hospital, under the efficient and able superintendence of Dr

Guillou. For many years there has been a general improvement, and we hope hereafter the tide may continue to set in the same direction. A Government, like the United States, ought surely to provide not only comfortably, but generously and liberally, for those who serve under her flag, and are cast on shore sick and disabled, in a foreign land.

OAHU COLLEGE.—We have received a letter from an esteemed correspondent, desiring us to set the public aright upon the subject of "Oahu College." We have often been tempted to enter this field of controversy, but as yet have been able to resist the temptation; we humbly hope our powers of resistance may not desert us, if in any unguarded moment the temptation should be again presented. What we earnestly wish to see is the College well endowed, and entering upon the career of usefulness which opens before it. If any of our readers, or any readers of the *Advertiser* and *Polynesian* desire to endow scholarships, or otherwise contribute to the funds of the institution, it will afford us great pleasure to explain more fully the particular plan of operations, now undertaken by the Trustees. One thing is very certain, the endowment of this institution is vitally important to its resuscitation and the education of our growing community. Whoever calmly and thoughtfully considers the subject, will most anxiously await the intelligence that announces the successful accomplishment of the agency of President Beckwith, and the Rev. Mr. Armstrong.

SAILORS' HOME.—At a meeting of the Trustees, held at the Reading Room, Friday evening, 21st inst. Capt. H. Hackfield was chosen as a Trustee, to supply the place of Judge Lee, deceased.

By additions made to the building by Mr. Thrum, the capacity of the Home for accommodating lodgers has been much increased. Last year fifty beds were furnished, but this year seventy-four will be fitted up, thus increasing the accommodations of the Home by one-half.

Through the kindness of Mr. Hunnewell, of Boston, the ladies of Dorchester, Mass., forward \$30 towards furnishing a room in the Home. The same society of ladies having previously donated \$100, in cash, for the purchase of books for the new library in the Home.

Rooms in the Home have been furnished by funds forwarded by ladies in "Newburyport," "Dorchester," "Hopkinton," "Falmouth," and "Westborough," Mass., and "Woodstock," Conn.

Through the timely and unwearied efforts of Capt. T. V. Sullivan, of Boston, an excellent library over 1000 vols., has been furnished for the Home. These books are arranged in the Reading Room. Capt. Sullivan merits great praise for his efforts, and the Trustees have authorised us to make known their appreciation of his services, and through him, would express their thanks to the numerous donors of these books.

DONATIONS for the Home—\$50 from Mrs. Whitney, Waimea, Kauai, constituting herself life-member. Present debt of the Home, \$550, and interest from last January.

Donations respectfully solicited.

Sailing of the "Morning Star" for Micronesia.

This vessel left on the evening of the 7th instant for a trip among the islands of Micronesia. News has already been received from Kauai, that she touched at Koloa and Wai-mea, where the natives generously supplied her with all the fresh recruits she would need before reaching Strong's Island.

Before leaving, religious exercises were held at the wharf. Prayer was offered in Hawaiian by the Rev. L. Smith. Remarks were made by the Rev. H. Bingham, junr., the substance of which will be found below. Prayer was offered in English by Rev. E. W. Clark—then followed the singing of the missionary hymn:

"From Greenland's icy mountains," &c.

The benediction was invoked by the Rev. S. C. Damon.

Mr. Bingham spoke in substance, as follows:

"The scene before me to-day recalls one which occurred seventeen years ago last Monday, (Aug. 3, 1840). Upon one of these wharves were then assembled, probably five times as many natives as are now present. I was, at the time, a boy of nine years, and about to embark, not as now for Micronesia, but for the United States of America, with my parents and sisters. While others were shedding tears, and natives wailing because about to part for a season with their teacher, I was happy, experiencing no cares, no sorrows, but stationed myself at the stern of the vessel, where I was soon busily engaged in fishing. I had little idea of what was before me as to what would be my course of life. I have no reason to believe that I then exercised a hopeful faith in Christ, and I went forth with no definite object in view—the general idea that I was "going to America" was the absorbing theme. By the grace of God, my later years have been devoted to preparation for the service of Christ. By His providence I have been permitted to re-visit the land of my birth, and to spend a quarter of a year in witnessing what God has wrought for this people; and thus, to have my faith strengthened, and myself better fitted, I trust, for the great work before me, and now I bless God that to-day I am permitted to go forth with the news of salvation to the perishing heathen of Micronesia. We go forth, not knowing what may be the will of God in reference to us. If it be His will that my labors be speedily terminated, as were John Williams', when on his errand of love to the benighted, I can only say "His will be done."

We trust, however, we hope that God has a work for us to do, and that by His aid we may witness great changes among the islands of the Pacific. Yes, I am happy in this blessed privilege of going forth for the honor of Christ, and for the good of our fellow-men. We trust that the *Morning Star* may again and again bring back joyous tidings, that conquests have been made, and victories gained for Messiah.

To you, my countrymen, Hawaiians, let me appeal. It is the wish of many of you that I remain here to follow in the steps of my father. But the Gospel has been pro-

claimed to you for nearly forty years. The offer of salvation has been freely made. The heathen of Micronesia are still in darkness, and have they not a claim stronger than yours? The blessings of a Christian civilization now surround you. Show your gratitude to Christ by going forth yourselves with the news of salvation.

I see before me children of the American missionaries. My cousins, we will welcome you to the islands of Micronesia—come and help us. Here is a vessel ready to convey you to perishing souls. How more appropriately could she be employed than in thus taking to the benighted isles of the Pacific the children of the American missionaries at the Sandwich Islands. Oh, it is a blessed work to labor thus for Christ. I repeat it—I thank God that to-day he permits me to go forth in this vessel to perishing heathen.

Let me say to the foreign residents before me—to Americans and Englishmen—to all—we meet again. Christ's kingdom will be triumphant. If you lend your aid to its progress, give it your prayers, your sympathies—give for it of your means—it will be yours to participate in the joys of that final day, when the followers of the Lamb shall enter into the joy of their Lord. I bid you all a kind farewell!

It is expected that the *Morning Star* will be absent from seven to eight months. After visiting Strong's Island, and Ascension, it is somewhat uncertain what her cruise may be, but the probability is, that she will visit Hogen Island, to the westward, and returning, cruise among the Mulgrave Islands, to the eastward—thence visit Strong's Island, and Ascension, take her departure for Honolulu, leaving on or about January 1, 1858, and arriving on or about March 1st.

The Rev. P. J. Gulick sailed as a delegate of the Hawaiian Missionary Society. His son, Capt. O. Gulick, went as 2d mate. Several native passengers, and among them a printer, employed by the Missionary Society.

NEW BETHEL AT ASCENSION.—Under date of January 7, 1857, we received an application from the Rev. Mr. Gulick for aid in building a small chapel for the use of seamen. "I, this year," he writes "endeavored to put up a seamen's chapel at the Ponatik harbor, and actually went so far as to get the frame ready for a house 30 feet by 20, but the King refused permission to erect it, though we offered a very large price for the native work. The thing will yet be accomplished. I have already received contributions to the amount of thirty dollars from

Capt. Coffin, of the "Roscoe," \$20 00
Luke Huntington, of Wellington Is., 10 00
Others may be willing to place additional moneys in my hands for this purpose."

We are most happy to report that on presenting this application at the last monthly concert at Fort street Church, the sum of \$68 42 was readily and cheerfully contributed. This amount was immediately laid out in the purchase of lumber and nails, which were forwarded, gratis, per *Morning Star*.

GO YE AND DO.

Ye who have scorned each other,
Or injured friend or brother,
In this fast-fading world;
Ye who by word or deed
Have made a kind heart bleed,
Come gather hither!
Let sinned against and sinning
Forget their strife's beginning,
And join in friendship true;
Be links no longer broken;
Be sweet forgiveness spoken
Now, while the Year is New.

LOVE IN CHINA.—Meadows' history of the Chinese and their rebellions, lately published in London, is the most philosophic work which has yet appeared on the Chinese. A chapter on love contains the following story:

"A Chinese who had been deeply disappointed in marriage and had grievously suffered through women in many other ways—retired with his infant son to the peak of a mountain range in Kweichoo, to a spot quite inaccessible to the little footed Chinese women. He trained the boy to worship the gods and stand up in awe and abhorrence of the devils, but never mentioned women to him and always descended the mountain alone to buy food. At length, however, the infirmities of age compelled him to take the young man with him to carry the heavy bag of rice. As they were leaving the market town together, the son evidently stopped short, and pointing to three approaching objects cried—'Father what are these things! Look! look! what are they?' The father answered with a peremptory order—'Turn away your head, they are devils!' The son in some alarm turned away, noticing that the evil things were gazing at him from behind their fans. He walked to the mountain top in silence, ate no supper, and from that day lost his appetite and was afflicted with melancholy. For some time his anxious and puzzled parent could not get no satisfactory answer to his inquiries; but at length the young man burst out crying with inexplicable pain—'Oh, father, that tallest devil—that tallest devil—father.'"

THE MAGNETIC TELEGRAPH FORESHADOWED.—In "Bailey's Dictionary," edition of 1730—127 years ago—under the word "Loadstone," is found the following foreshadowing of the Electric Telegraph:

"Some authors write, that by the help of the magnet or loadstone, persons may communicate their minds to a friend at a great distance; as suppose one to be at London, and the other at Paris, if each of them have a circular alphabet, like a dial plate of a clock, and a needle touched with one magnet, then at the same time the needle at London was moved, that at Paris would move in like manner, provided each party had secret notes, for divining words, and the observation was made at a set hour, either of the day or the night; and when one party would inform the other of any matter, he is to move the needle to those letters that will form the words, that will declare what he would have the other know, and the other needle will move in the same manner. This may be done reciprocally."

AN ENGLISH BISHOP IN EXETER HALL.—How is this? Churchman and Dissenter joining hands. There is a great popular movement in the Church of England. The Bishop of Carlisle has preached *extempore* in Exeter Hall. Over three thousand of the laboring class of people were hearers. The High Church party seems alarmed, and the attention of Parliament has been called to the subject, but the Archbishop of Canterbury and the Bishop of London express themselves highly pleased. In the language of Hawaiians, it is "*maikai*"—very good. The good Bishop opened the service by giving out the hymn, commencing—

"Come let us join our cheerful song," &c., and took for his text, "Ho, every one that thirsteth."

Such intelligence does our soul good. A real triumph of Christian love and zeal, over Sectarianism, confers greater honor upon England than to have conquered Russia. Such triumph will wipe off the stain which has so long rested upon the name of *Christian*.

A BETTER TIME COMING.—The "alliance" embracing delegates from the various sects of the Protestant world, assemble during the coming month, September, at Berlin, under the special patronage, and by special permission of the King of Prussia. Among all evangelical Christians, throughout the world, there is a manifest coming together. Christians have become tired and weary of disagreeing, and are now seeking to come to some general agreement. This is right. Among real Christians, we maintain there is union, in spirit. John Calvin, John Knox, and John Wesley, are now, doubtless, uniting with the Beloved "John," in the songs of Zion above—why should not their followers unite in the songs of Zion below? Union is strength. When Christians unite, they will conquer the world!

NOW COMES THE TUG OF WAR.—The papers report that the President has ordered 2,500 soldiers to march for Utah. We fear it will take that number twice told, to humble Mormon fanaticism, and put things right in Utah. A religious fanatic makes a desperate soldier. When he falls, the wound is in the front!

THE BARGAIN IS STRUCK, AND CONTRACT SIGNED.—For what? To run mail coaches from St. Louis to San Francisco. In our humble opinion, this is an undertaking fully equal to laying the sub-marine telegraph across the Atlantic.

Genius makes many enemies, but it makes sure friends—friends who forgive much, who endure long, who exact little.

FIRE.—A fire occurred on the morning of the 25th inst., in the square bounded by Hotel, Beretania, Nuuanu and Smith streets. The fire originated in the house occupied by Capt. Webster, which was totally consumed. The premises were owned by Jos. Silva.

MARRIED.

On Wednesday, June 3, 1857, at Scio, Washtenaw County, Michigan, at the residence of the bride's mother, by the Rev. Jno. B. Plisk, of Dexter, T. S. Seymour, late of Honolulu, to Miss E. FOSTER.

DIED

Obituary Notices.

At her residence in this place, on the 14th inst., at 54 o'clock, MARY K., wife of Rev. E. W. Clark, aged 54.

Mrs. Clark was the daughter of Josiah and Mary Kittredge, born in Mount Vernon, New Hampshire, Dec. 7, 1803. At the age of 13, she became hopefully pious, and united with the Congregational Church in that place. She resided in Mount Vernon, except when absent at school, until her embarkation for the Sandwich Islands, Nov. 3, 1827.

Her mother, eminent for consistent and devoted piety, did not live to hear of her daughter's arrival at the islands. She died some months after her embarkation. Her father, also a devoted disciple, died at an advanced age, as "a shock of corn cometh in in his season."

The mother of the deceased was distinguished as a watchful, praying, faithful mother. She wrestled with God in prayer for the salvation of her children. Her heart's desire and prayer was that they might all be the true followers of Christ, and employed in building up His kingdom. This her prayer was answered. She had seven children—five sons and two daughters. All of them became, in early life, the decided and active followers of the Savior. And may we not regard it in answer to the prayers and labors of that faithful mother? The two youngest sons became ministers of the Gospel. One of them, Rev. Solomon Kittredge, a missionary of the A. H. M. Society, died several years ago, while attending meeting of Synod in Indianapolis, Indiana, much lamented by his church and people. The other, Rev. Chas. B. Kittredge, is still living in Monson, Massachusetts. The other sons are Dr. Josiah Kittredge, late of Nashua, N. H., now connected with the Mount Holyoke Seminary; Capt. Timothy Kittredge, of Mount Vernon, an active member and supporter of the church in his native place, and Alvah Kittredge, Esq., senior Deacon of the Elliot Church, Roxbury, Mass. The sister is Mrs. Blackwell, of Bedford, Indiana, an active Christian and helper in every good work. The remaining member of the family, and the youngest but one, was the deceased. All these brothers and sisters, with their companions, excepting the deceased brother, thirteen in number, after near thirty years separation, were permitted to meet at the house of the youngest brother in Monson, August, 1856—all of them the professed followers of the Savior, and deeply interested in building up His kingdom. That was a meeting seldom enjoyed this side of Heaven. How did that sainted mother look down upon that company! Mrs. C. referred to it on her death bed as a matter of devout thankfulness that she was spared and permitted to enjoy that precious season, before going to her Father's house above.

Mrs. C. was married to the husband, who now deeply mourns her loss, Sept. 27, 1827, and embarked, as before stated, in November following for the Sandwich Islands. She arrived at Honolulu, March 30, 1828. Here she resided six years, and engaged with a cheerful and devoted heart in the missionary work. She was much occupied in domestic affairs, as, being at the Metropolis, she often had missionary and other company to entertain. But she endeavored in various ways to communicate religious instruction to the degraded females around her. She had sometimes girls in her own house as pupils, one of whom was the late Queen.

In 1834, Mrs. C. removed to Lahaina, on the island of Maui, and in 1843 to Wailuku, on the same island. In 1848, her husband was called again to Honolulu, where she has since resided.

As her family increased, she was more and more occupied with domestic cares. She always felt that her first duty was to her own household—that the way in which she was called principally to labor for the heathen was, by affording aid to her husband, and setting the example of a Christian, well-ordered household before the people among whom she dwelt. This was something new to them. But she loved the female prayer-meeting, and kept up the practice of meeting the females of the church until her last sickness, and addressing them and praying with them in their own tongue. Her loss is most deeply felt by a large circle of native females. When about to embark for the United States for the recovery of her health, they brought her a thank-offering of \$31.

Mrs. C. was a most affectionate and faithful wife and mother.

She loved her family, and labored incessantly for the good of her children, especially their spiritual good. Her husband has often been reproved by her fervent prayers and self-denying labors for their salvation. She took a deep interest in maternal associations, and in everything which related to the welfare of the missionary children. She lived to see her four oldest children professed followers of Christ, and she expressed strong confidence that the three youngest would be brought into the kingdom.

Many can testify to her unwearied kindness in sickness. She was always welcome in the sick-room. She was, in a great measure, both nurse and physician for her own family, besides doing much in the same way among the people. Her husband confided almost entirely this department of missionary work to her hands. Her heart was warm and generous. She was ever ready to sacrifice her own ease for the good of others. Her doors were always open to missionary friends, and she never seemed more happy than when employed in administering to the wants of others. She was emphatically "diligent in business," always employed in some useful work. Her husband was often called to hold her back from over exertion. She was also conscientious and economical in her expenditures, ever ready to deny herself any luxury, or even comfort when duty seemed to require. She never held back her husband from any labor or self-denying service to which duty called. He can never forget his feelings when being called by his brethren to undertake a long, and somewhat perilous, missionary voyage to the uncivilized islands of Micronesia—the question was referred to her, and, after a short struggle, with tears in her eyes, she threw her arms around his neck and said, "Duty calls, go, my dear husband, and may the Savior go with you and preserve you." She was indeed "a true help meet" for her husband.

In the summer of 1855 she was troubled with a cough, supposed to be the result of a cold; and, in September, her voice failed her, so that she could speak only in a whisper. In January following, by the advice of physicians, she embarked for the United States by way of Cape Horn, to try the effects of a long sea voyage. She arrived in New London in the following May, and spent several months in her native land, after an absence of nearly thirty years. Her voice, after a few weeks in her native land, was restored, but her cough continued. Although feeble, she enjoyed much the society of her friends.

She embarked again in November with her husband on her return to the Islands, by way of Panama. On the way, and at San Francisco, she was a good deal afflicted with neuralgia, and was quite feeble when she arrived at her island home, Jan. 30, 1857.

She continued to decline, and it soon was evident that her disease was firmly seated. She had every aid which medical skill and sympathizing friends could afford—but death had marked her as a victim, and on the 14th of Aug., she took a peaceful departure to "the better land."

Her last days were days of suffering, but they were also days of peace and triumph. A few days before her death, she said to her husband, that it cost her a hard struggle to give up her family, but that struggle is over, and my mind is calm and peaceful. When her past life was referred to as affording evidence that she was going to a better world, "O no," she said, "I can see nothing but sin; but my hope is firm in Jesus. His blood cleanses from all sin. He takes away fear, and gives me peace." In sending a message to her American friends, she says "tell my brothers and sisters how happy I have been in my work, in my husband and in my children—but I leave them all without a murmur. The Savior, who calls me to go, is more precious than all things else." Just before she breathed her last, her husband remarked, the Savior is with you in the deep waters. "O yes," she replied, "what so sustains me, if he does not. He gives me the victory." The words were repeated, "though I walk through the Valley of the Shadow of Death, I will fear no evil, for Thou art with me." She continued, "Thy rod and Thy staff they comfort me."

She expressed much gratitude to her many friends for their kindness and sympathy in her last sickness, and left messages for her absent children, and for the native females of the church. She desired her funeral to be so arranged that the natives might be present, and profit by the occasion.

Her request was granted, and the exercises were conducted in the stone church in the presence of a large congregation. Mr. Smith addressed the natives in an appropriate discourse, from the words "Precious in the sight of the Lord is the death of his saints." Remarks and prayer in English. At the grave, one of her favorite hymns was sung:

"Rock of ages, cleft for me," &c.

In Honolulu, Aug. 2, 1857, Mrs. ELIZABETH M. ROGERS, aged 56 years, widow of Mr. Edmund H. Rogers, late missionary printer.

Mrs. Rogers' maiden name was Hitchcock, sister of the late lamented missionary at Molokai. She came to the islands in 1835, to reside with her brother as assistant missionary. She was soon after united in marriage to Mr. Rogers, and removed to Lahaina, where she discharged, with Christian fidelity, all the duties of her new station. After a few years, Mrs. Rogers, with her husband, removed to Honolulu, where she has since resided. In 1853, Mrs. R. was left a widow, with four children. Since that time she has been occupied in providing for her own household. She has always maintained a decided and consistent Christian character, though in her last days she was afflicted with doubts and despondency, owing to disease and partial derangement. Her mind seemed to be entirely gone before her departure. But she is now freed from the infirmities of the flesh. "Blessed are the dead who die in the Lord."

In Lahaina, July 23, of malignant sore throat, FREDERICK, youngest son of Henry and Caroline Dickinson, of that town.

MARINE JOURNAL.

PORT OF HONOLULU, H. I.

ARRIVALS.

- July 17—Am bark Metropolis, Preston, 14 days from Columbia River, with cargo of mdse and lumber, to H C Leonard & Co.
- 23—Am whaleship Splendid, Smith, of Edgartown, 41 days from Tombez, 800 bbls whale. Reports having left no whalers at Tombez, and saw none since leaving that port. Is on a sperm whale cruise.
- Aug. 18—7 P. M., Am bk Fanny Major, Lawton, 15 ds fm San Francisco.
- 17—Br ship Kamehameha IV., Garry, 116 days fm Liverpool.
- 9—American ship Harriet and Jessie, Janvren, 129 days from Boston, with cargo of mdse to E. W. Field.

DEPARTURES.

- Aug. 1—Bark Yankee, Smith, for San Francisco.
- Aug. 3—Am whaleship Splendid, Smith, to cruise on the Line.
- 7—Am brigantine Morning Star, Moore, for Koloa and Ascension Island.
- Aug. 7—Am bark Metropolis, Preston, for Portland, O. T.
- 11—Brig Hero, Von Holt, for Christmas Island.

MEMORANDA.

Whalers at Tahiti.

(Reported for the Commercial Advertiser.)

- March 29—Napoleon III., Morel, of Havre, last from New Zealand, 120 wh, voyage.
- April 7—Deadmona, Smith, of New Bedford, last from New Zealand, 350 sperm, voyage, 300 sp on board, 80 sp season's catch.
- 15—Virginia, Peaks, of N. B., last from Strong's Island, 200 sp, voyage, 200 sp on board, 50 sp, season's catch.
- 17—Caulaincourt, Labaste, of Havre, last fm New Zealand, 380 sp, voyage.
- 25—Emily, Hall, of N. B., last from Huahini, 475 sp, voyage, 475 sp on board.
- 28—Elizabeth, Peirce, of N. B., last from New Zealand, 500 sperm, voyage, 500 sp on board, 100 sp, season's catch.

PASSENGERS.

From SAN FRANCISCO—per Fanny Major—Stephen H Atkins, R R Atkins, R H Atkins, E H Atkins, Miss Henrietta Atkins, M S Grinbaum, A S Grinbaum, J Barnatt, A Pratt and lady, John Oatis, Samuel Sherman, A O Gordon, T H Marshall, Chas M'Candless, A King, Alohu, Aclong, Aulang, Akai, Chas Casey and lady.

DIED

In Nuuanu Valley, on the 19th inst., Mr. LEVI POTTLE, a native of New Hampshire, aged 47 years, and for some years a resident on these Islands.

In Honolulu, on the 19th inst., Mr. JAMES VOWLES, a native of Bristol, England, aged 62 years, and for thirty years a resident of these Islands.

ADVERTISEMENTS.

THE SAILOR'S HOME.



MR. & MRS. THURM, MANAGERS

THE HOUSE IS NOW OPEN FOR THE ACCOMMODATION OF SEAMEN. Board and Lodging will be furnished on the most reasonable terms. The Managers, having for several years kept a private boarding-house in Honolulu, and during that period accommodated many seamen, hope to receive the patronage of the seafaring community. Seamen may rest assured that no efforts will be spared to furnish them a comfortable home during their stay in port. Boarders accommodated by the week or single meals.

Apply for Board at the office, in the dining-room.

NAVIGATION TAUGHT.

NAVIGATION, in all its branches, taught by the Subscriber. The writer likewise begs to intimate that he will give instruction to a limited number of pupils in English reading and grammar, geography, writing, arithmetic, &c. Residence, cottage at the back of Mr. Love's house, Nuuanu-street.

DANIEL SMITH.

Honolulu, March 26, 1857

tf

ADVERTISEMENTS.

NOTICE TO WHALEMEN.

MACY & LAW,

—DEALERS IN—

WHALEMEN'S SUPPLIES AND GENERAL MERCHANDISE,

Kauaihae, Hawaii.

CONSTANTLY ON HAND a good supply of Hawaiian beef, potatoes, hogs, sheep and numerous other articles required by whalemén. The above articles can be furnished at the shortest notice and on the most reasonable terms in exchange for bills on the United States or orders on any merchant at the Islands. No charge made on inter-island exchange.

Beef packed to order and warranted to keep in any climate. 3-tf

B. W. FIELD,
COMMISSION MERCHANT,
HONOLULU, OAHU, H. I.

By Permission, he Refers to

C. W. Cartwright, President of Manufacturers' Insurance Company, Boston;

H. A. Pierce, Boston;

Thayer, Rice & Co., Boston;

Edward Mott Robinson, New Bedford;

John W. Barrett & Sons, Nantucket;

Perkins & Smith, New London.

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SAM'L N. CASTLE.

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CASTLE & COOKE,

IMPORTERS AND WHOLESALE AND RETAIL

DEALERS IN

GENERAL MERCHANDISE,

At the old stand, corner of King and School streets, near the large Stone Church. Also, at the Store formerly occupied by C. H. Nicholson, in King street, opposite the Seamen's Chapel.

S. P. FORD, M. D.,

PHYSICIAN AND SURGEON.

Office Queen street, near Market.

G. P. JUDD, M. D.,

PHYSICIAN AND SURGEON,
HONOLULU, OAHU, S. I.

Office, corner of Fort and Merchant streets. Office open from 9 A. M. to 4 P. M.

E. HOFFMANN,

PHYSICIAN AND SURGEON,

Office in the New Drug Store, corner of Kaahumanu and Queen streets, Makee & Anthon's Block. Open day and night.

GILMAN & CO.,

Ship Chandlers and General Agents,
LAHAINA, MAUI, S. I.

Ships supplied with Recruits. Storage and Money

C. H. WETMORE,

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HILO, HAWAII, S. I.

N. B.—Medicine Chests carefully replenished, and on reasonable terms.

J. WORTH,

HAVING established himself in business at Hilo, Hawaii, is prepared to furnish ships with Recruits, on favorable terms for Cash, Goods or Bills on the United States.

B. PITMAN,

DEALER IN

GENERAL MERCHANDISE, AND
HAWAIIAN PRODUCE.

BYRON'S BAY, HILO, HAWAII, S. I.

All Stores required by whale ships and others supplied on reasonable terms, and at the shortest notice.

WANTED—Exchange on the United States and Europe. Oct. 2, 1854.

IRON HURDLES

FOR SALE at the Hudson's Bay Company's Store, eight feet long—three dollars each. tf

ADVERTISEMENTS.

PLACES OF WORSHIP.

SEAMEN'S BETHEL—Rev. S. C. Damon Chaplain—King street, near the Sailors' Home. Preaching on Sundays at 11 A. M. and 7½ P. M. Seats free. Sabbath School after the morning services.

FORT STREET CHURCH—Corner of Fort and Beretania sts.—Rev. J. D. Strong, Pastor. Preaching on Sundays at 11 A. M. and 7½ P. M. Sabbath School meets at 10 A. M.

METHODIST CHURCH—Nuuanu avenue, corner of Tutul street—Rev. Wm. S. Turner, Pastor. Preaching every Sunday at 11 A. M. and 7½ P. M. Seats free. Sabbath School meets at 10 A. M.

KING'S CHAPEL—King street, above the Palace—Rev. E. W. Clark Pastor. Services, in Hawaiian every Sunday at 9½ A. M. and 3 P. M.

CATHOLIC CHURCH—Fort street, near Beretania—under the charge of Rt. Rev. Bishop Maigret, assisted by Abbe Modeste. Services every Sunday at 10 A. M. and 2 P. M.

SMITH'S CHURCH—Beretania street, near Nuuanu street—Rev. Lowell Smith Pastor. Services, in Hawaiian, every Sunday at 10 A. M. and 2½ P. M.

INFORMATION WANTED.

RESPECTING CHARLES TWOKEY or TWAY, of Geneva, New York. He sailed in 1850 or 1851, from Calais, Maine, on board the *Tennessee*, bound to the West Indies. He was next heard from on board the whale ship *Neptune*, Capt. Green, in Honolulu, about two or three years after. It is confidently supposed that, if alive, he is on board some whale ship in the Pacific. Should he visit the Islands, he is requested to call upon the Seamen's Chaplain; or, should this notice meet his eye, to write to the Chaplain, or communicate with his sister, Miss A. T. Ending, in Geneva, N. Y.

—ALSO—

Respecting a sailor by the name of PARTRIDGE, whose friends reside in West Eaton, N. Y.

—ALSO—

Respecting JOHN WHARRIE or McWHARRIE, who left some one of Elias Perkins' whaling vessels, at Honolulu, in 1853 or 1854.

—ALSO—

Respecting W. S. Haven, reported to have jumped overboard from the whale ship *Good Return*, Capt. Wing, on the 29th of March, 1856, while the vessel was lying at anchor in, or lying off and on the port of Honolulu. Any information relating to this young man will be most gladly received by the editor of the *Friend*. 5-tf

NOTICE.

A LETTER WITH A DAGUERREO-TYPE, addressed to Mr. H. Bingham, Honolulu, Sandwich Islands, from Lagrange, Georgia, U. S., and received at the Post-office in Honolulu Jan. 20; upon being opened by Hiram Bingham, junr., is discovered to be addressed to Mr. Howell Bingham, from Benjamin H. Bingham and D. B. Jeter.

The letter and package may be found at the Post-office.

Honolulu, April 27, 1857.

THE READING-ROOM

AT THE SAILOR'S HOME IS OPEN, AND free to the public; and all seamen visiting this port, are especially invited to make it a place of resort, whether they board at the Home, or other boarding-houses in Honolulu, or are connected with the shipping. During the shipping season it will be lighted evenings.

Seamen visiting the Reading-Room, and desirous of writing letters, will be furnished with "pen, ink and paper," gratis, by applying to the person having charge of the Room. tf

NEW BOOKS.

BY HARRIET & JESSIE—A large supply of books published by the American Tract Society was received, including standard publications and a few new works. For sale at Bible and Tract Depository of Sailors' Home. au-tf.

THE FRIEND:

A MONTHLY JOURNAL, DEVOTED TO TEMPERANCE, SEAMEN, MARINE AND GENERAL INTELLIGENCE.

PUBLISHED AND EDITED BY
SAMUEL C. DAMON.

TERMS:

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| One copy, per annum, | \$2.00 |
| Two copies, | 3.00 |
| Five copies, | 5.00 |



New Series, Vol. 6, No. 9.

HONOLULU, SEPTEMBER 26, 1857.

{Old Series, Vol. 14.

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THE FRIEND.

HONOLULU, SEPTEMBER 26, 1857.

Honolulu Sailors' Home.

Through the artistic skill of Mr. Stangenwald, photographer, of Honolulu, and Mr. Howland, wood engraver, of New York, we present our readers with a most admirable view of the "Home." A comparison of the engraving with the original, abundantly shows that the artists, in their respective departments, need no commendation from us to make known their ability. We hope seamen will thereby be attracted to make trial of the establishment when discharged from their ships, or ashore on liberty. Since the last season, the house has been thoroughly refitted and improved. The sleeping apartments have been well ventilated, and a large baggage-room built. More than a thousand dollars has been expended in rendering the establishment more complete. Sleeping accommodations have been increased one-half. A large Library has been furnished for the Reading Room. A Book and Tract Depository is sustained by the Bible and Tract Societies. A Shipping Office has been also added, where application from captains, requiring seamen, will be punctually attended to. We will merely add, in conclusion, that the Trustees, aided by Mr. and Mrs. Thrum, Managers, have done all in their power, and with the means at their disposal, to render the establishment worthy of the patronage of officers and seamen visiting Honolulu.

Now, Mr. Sailor-man, as you look at the "Home," or as you may enjoy its benefits, we desire you will regard it as an honest expression of the kindly interest which its



founders and contributors take in your welfare and happiness, in time and eternity. A home may it prove to you while *here*, and lead you to seek an everlasting home *hereafter*.

The Sailors' Home :

OR, BRUNSWICK MARITIME ESTABLISHMENT, IN WELL STREET, LONDON DOCKS.

We recently paid a visit to the well-known Sailors' Home in Well street, Whitechapel, near the entrance to the London Docks, which is under the superintendence of Captain Pierce, R. N., and we rejoiced to hear from so many of the "jolly sons of the sea," that they had found this Home "*a harbor of refuge*" to them. This large establishment forms a boarding and lodging house for seamen and apprentices, where they can live comfortably at a moderate charge. It has a registry office for recording the characters of the men, and aids in shipping them when they are ready to go to sea. Instruction is also provided, without charge, to those who may desire to acquire the knowledge or improve themselves in the science of navigation. A savings' bank; money order office; reading room and church, are also to be num-

bered amongst the advantages of this institution.

It is an interesting fact, that since the opening of this Sailors' Home, in May, 1835, the sum of five hundred and sixty-nine thousand pounds has been deposited by sailors in the institution, of which one hundred and ninety-three thousand six hundred and seventy-two pounds have been remitted to "Jack's" relatives and friends!

Many seamen, both old and young, will doubtless have to thank God throughout eternity for the advantages they have gained, and the evils they have avoided through taking up their residence at the Sailor's Home, in Well street. The Rev. Mr. Gribble, the chaplain of the institution, having himself been a sailor, knows how to sympathize with the disadvantages of a seaman's life. It is not only that the inmates are brought under the beneficial influence of the moral and religious counsel of the worthy chaplain, but the men have the advantage of *good company*. A pleasing instance of this was afforded not long ago, in the case of an intelligent and noble-hearted American mate, who, during his temporary sojourn in the "Home," sought to win his fellow-sailors to habits of temperance and the paths of piety.—*British Workman*, May 1, 1857.

Later News from India.

By the last mail additional intelligence has been received from India, confirming previous news. As yet there had been no definite action on either side. The Government, in England and India, was concerting in the most energetic manner to suppress the rebellion. Troops destined for China were recalled. New regiments would be sent out. Sir Colin Campbell, of Crimean celebrity, had left England to take command of the forces in India.

A letter from Delhi, of May 27, gives the following particulars of the fate of the two printers of the *Delhi Gazette*:

"The *Delhi Gazette* press, during the mutiny at Delhi, was demolished. The cases and types were thrown into the Jumna river. Messrs. Boezalt & Pereira, the printers, contrived to get out of Delhi in disguise, but they were unfortunately recognized as Christians, near Putoured, and were hacked to pieces. Mr. Holquet and Mrs. Boezalt, with five children, were shot. One man, Brown, escaped, and has joined the *Secundra Press*, after four days' starvation in the character of a Mussulman."

It is said that the rebel soldiers, in some cases, before they murdered their victims, pointed to their legs, calling attention to the marks of their manacles, and asking if they were not justified in what they were doing. The *Delhi Gazette Extra*, in closing an account of the terrible scenes in that city, says: "Half measures will not do when the day of retribution arrives. It is to be hoped that a lesson may be taught, not easily forgotten, and Delhi remain no longer in the pages of history."

There is but scanty ceremony on the part of both rebels and Europeans, if they fall in with each other. When the European officers at Delhi were massacred by the native soldiers, the latter rode up to their officers at a full gallop, pulled up suddenly, fired their pistols and retreated. On the other side, the Europeans having caught eleven of the rebels, hung them immediately. One of these savages was undaunted to the last; he wished all his brothers, or rather his brethren, good-bye, and blessed them all, and told them the Feringhees were taking his life for no fault of his; and he scarcely gave them time to secure the noose properly round his neck when he jumped off the platform.

MASSACRE OF MISSIONARIES.—A letter from Rev. A. Medland, of Meerut, dated May 16, says: "The Missionaries and native Christians at Delhi are, I believe, killed."

A letter in the *London Times*, from T. C. Smith, chaplain of Meerut, says: "The Rev. Mr. Jennings, chaplain of Delhi, and his grown-up daughter, an amiable and much respected young lady, were murdered in the palace, where they were living with Captain Douglas, (also killed,) commandant of the Guards. The *Delhi Bank* was plundered and burnt, as were all cantonments, together with the premises of the *Delhi Gazette*, the treasury sacked and the church burnt. But a very few, I fear, have escaped by the Kurnaul road and in that direction, although it is rumored that several carriages were seen pro-

ceeding to Kurnaul. The rebels are still at the palace of Delhi, and are reported to be fighting among themselves. Numbers have lost all they possessed, except the clothes on their backs. Not a single European or native Christian is left alive in Delhi or in the neighborhood."

The Mutiny in the East Indian Army.

[From the Bombay Times.]

Our readers will probably recollect that our last advices stated that a troop of the 3d cavalry at Meerut being ordered on parade to load and fire with the cartridges supplied by the Government, under distinct assurance that no such material had been used in their manufacture as the men seemed to suspect, only five men out of 90 obeyed. The 85 men who refused were at once ordered to their line, and a court-martial being assembled to try them, resulted in their being severally sentenced to a term of imprisonment varying from five to ten years. On Saturday, the 9th instant, a brigade parade was assembled at the station, and the prisoners were ironed on the parade ground in the presence of the troops, and marched off to the gaol. No suspicion seems to have been excited for one moment that a rescue would be attempted, but towards the evening of Sunday, the 10th, while Meerut was wearing the quiet, dull aspect of an Indian station on the Sabbath day, a sudden and furious rise was made by the regiment, in which, by evident preconcertation, they were joined by the bazaar and townspeople, and by the two native infantry regiments, the 11th and 20th, also cantoned in the place. They at once liberated their comrades in the gaol, and 1200 other prisoners, and now commenced their bloody work. Meerut is one of the largest stations in India, and before the European part of the force, consisting of Her Majesty's 6th Dragoon Guards, the 60th Rifles, and the Artillery, could be assembled, half the station was in flames, and the terrified women and children of our soldiers were in the hands of the savage and infuriate crew, who murdered them under circumstances of unheard-of barbarity. Each officer, as he rushed from his bungalow, to call back the men to their allegiance, was shot down, and ere the European force could reach the lines the bloody work was pretty well completed. At the second volley of the 60th Rifles, the mutineers and the whole crew ran, and were followed some miles out of Meerut by the Dragoons, who sabred a considerable number; but by some lamentable oversight the pursuit was now discontinued, and to this we owe a repetition of the dreadful tragedy at Delhi which had just been enacted at Meerut. The mutineers reached that city early on Monday morning, and were immediately joined by the three native regiments stationed there, the 38th, the 54th, and the 74th Native Infantry, and by the Artillery, who seem, however, to have done so most unwillingly. During Monday, all the Europeans of the place, except a few ladies and gentlemen who rode for their lives to neighboring stations, seem to have been butchered; but as the place remains in the hands of the mutineers, we may hope that others, of whose fate we have no certain news, have also escaped. The powder magazine fell into their hands, but a gallant young hero, Lieut. G. D. Willoughby, of the Artil-

lery, is said to have blown up the other magazines, himself perishing with them.

The mutineers at once set up a king in the person of the son of the late Mogul Emperor, and we have no certain news of what has transpired since.

The most active measures are of course being taken to suppress this revolt, and it is satisfactory to know, from latest intelligence, that the garrison at Agra and of the neighboring stations remain staunch. The Commander-in-Chief is moving down from Umballa with a strong European force, while a cordon of troops of the Gwalior, Bhurtpore, and Putteeallah contingents is being drawn around Delhi, to prevent the escape of the mutineers, who will doubtless meet with a speedy and righteous retribution. The conduct of some of the native regiments stands out in most pleasing contrast with that of these scoundrels. Nowhere in India does finer material for an army exist than in Bengal, and it has been the vicious system of pampering and coaxing alone that has led to these lamentable issues.

An outbreak has also occurred at Ferozépore, but we are ignorant as yet of the particulars. It had, however, been suppressed.

The opportune return of our European forces from the Gulf, enabled us to dispatch without landing Her Majesty's 64th and 78th Regiments to Calcutta some days ago, and the troop of Madras Horse Artillery, which was waiting here for transports to convey it to Madras. The force left Bombay a week ago by the steamers *Assaye* and *Queen Victoria*, and the transports *Raby Castle*, *Avalanche* and *Kingstown*. In addition to these troops the 1st Fusiliers have been dispatched up the Indus, so that the good conduct of our native army, and the perfect confidence we have in its discipline and loyalty, have enabled us to dispatch a force of 4000 Europeans to the Bengal side in the last ten days. Madras also is readily furnishing its contingent, and within a month the European army of Bengal will be strengthened by an increase of 10,000 or 12,000 men from the other presidencies.

AN AMERICAN "TOSSING UP" WITH THE GRAND DUKE CONSTANTINE.—Bayard Taylor relates the following anecdote in a recent letter: "Last summer an American, who was on a visit to St. Petersburg, happening to be walking in one of the narrow streets of that capital one muggy day, when he suddenly met the Grand Duke Constantine. The sidewalk was not wide enough for two persons to pass, and the street was deep in filth. Both stopped, and a moment's awkward pause ensued. Suddenly the American, taking a silver rouble from his pocket, shook it in his closed hands, and cried out: 'Crown or tail?' 'Crown!' guessed the Grand Duke. 'Your highness has won,' said the American, looking at the rouble, and stepping into the mud. His cuteness in saving his dignity, while he acknowledged the Grand Duke's, brought him an invitation the next day to dine with the latter."

NEW BEDFORD FORTIFICATIONS.—The United States have purchased 66 acres of land at Clark's Point, near New Bedford, from Edw. W. Howland, and Capt. Benham, U. S. Engineer, will at once commence operations for the erection of fortifications.

Dr. Kane's Visit to the Moravian Missionaries in Greenland.

In the first volume of his "Explorations," he makes a most touching allusion to the Moravians at Lichtenfels, in Greenland:

"We were met, as we landed, by a couple of grave ancient men in sable jackets and close velvet skull-caps, such as Vankyke or Rembrandt himself might have painted, who gave us a quiet but kindly welcome. All inside of the mansion-house—the furniture, the matron, even the children—had the same time-sobered look. The sanded floor was dried by one of those huge white-tiled stoves, which have been known for generations in the north of Europe; and the stiff-backed chairs were evidently coeval with the first days of the settlement. The heavy-built table in the middle of the room was soon covered with its simple offerings of hospitality; and we sat around to talk of the lands we had come from, and the changing wonders of the times.

"We learned that the house dated back as far as the days of Matthew Stach; built, no doubt, with the beams that floated so providentially to the shore some twenty-five years after the first landing of Egede; and that it had been the home of the brethren who now greeted us, one for twenty-nine and the other twenty-seven years. The 'Congregation Hall' was within the building; cheerless now with its empty benches; a couple of French horns, all that I could associate with the glad some piety of the Moravians, hung in each side of the altar. Two dwelling-rooms, three chambers and a kitchen, all under the same roof, made up the one structure of Lichtenfels.

"Its kind-hearted inmates were not without intelligence and education. In spite of the formal cut of their dress, and something of the stiffness that belongs to a protracted solitary life, it was impossible not to recognize, in their demeanor and course of thought, the liberal spirit that has always characterized their church. Two of their 'children,' they said, had 'gone to God' last year with the scurvy; yet they hesitated at receiving a scanty supply of potatoes as a present from our store."

REASONS FOR BEING HOLY.—A man who has been redeemed by the blood of the Son of God should be pure. He who is an heir of life should be holy. He who is attended by celestial beings, and who is soon—he knows not how soon—to be translated to heaven, should be holy. Are angels my attendants? Then I should walk worthy of my companionship. Am I soon to go and dwell with angels? Then I should be pure. Are these feet soon to tread the courts of heaven? Is this tongue soon to unite with heavenly beings in praising God? Are these eyes of mine soon to look on the throne of eternal glory, and on the ascended Redeemer? Then these feet, and eyes, and lips should be pure and holy; and I should be dead to the world and live for heaven.—*Albert Barnes.*

Mr. Sullivan, newspaper agent in San Francisco, has our thanks for his repeated favors, in the way of late newspapers, forwarded by every vessel leaving San Francisco for Honolulu.

The Spurgeons.

The preaching of these brothers appears to be attracting great attention in England. The youngest brother is only seventeen years of age. The following sketch of the elder brother, we copy from an American paper:

"Rev. Mr. Spurgeon was born at Keldon, in Essex, in 1834. He was sent to school at Colchester for four years, and at the age of fifteen was removed to Maidstone. He remained there one year, and then entered the school at New Market as usher. While there he joined the Baptist church at Isleham. At the expiration of a year he removed to Cambridge, where he again became usher in a school. He soon joined the 'Lay Preachers' Association,' and commenced his labors among the poor in and around the city. At the age of eighteen he was unanimously chosen pastor of the church at Waterbeach; still, however, performing his school duties. In January, 1854, he entered upon the pastorate of the New Park street chapel. The house was soon so crowded as to make it necessary to enlarge it, and Exeter Hall was taken for four months. This Mr. Spurgeon also filled. Since that time, his audiences have often numbered ten thousand persons, of all classes, all grades of intellect, all habits and opinions. His sermons are not the elaborations of closest care and study, for he preaches so constantly that his mere physical labors would exhaust any but a robust man. He does not seem to be specially adapted to any one class of efforts, for his success is nearly uniform, whether he speaks on Sundays or week-days; whether he begs for ragged schools or addresses young men on the study of theology. His style is simple, yet terse. His language is that of common life, and he uses it with rare skill and force. His descriptive powers are fine. He is intensely earnest. He speaks from his own individual experience. He proclaims the truth boldly, fully, clearly, and success evidently crowns his labors. May he live to accomplish a noble work in that class which the great luminaries of the pulpit so seldom reach."

A NUT FOR WHISKY DRINKERS.—The following extract, taken from a communication in the *Cynthiana News*, is at once graphic and startling:

"The crops in Harrison county, this year, unless cut short, will be very great. We will have to haul to the depots on the railroad, which runs through the middle of the county, 300,000 bushels of wheat, 100,000 of rye, and 30,000 bushels of barley. Thousands upon thousands of barrels of corn must be hauled to the Devil's Pass, there to make good old Bourbon, notwithstanding it is made in Harrison; and if you will but drink this good old Bourbon, made in Harrison, by the Harrisonites, with their improvements of log-wood, arsenic, cockroaches and molasses, it will eat up your bowels in less time than Solomon built the temple."

ANOTHER ARCTIC EXPEDITION.—Lady Franklin's screw steamer *Fox* left Aberdeen, Scotland, early in July. It is commanded by Captain McClintock. Thus another effort is to be made to ascertain, if possible, the fate of Franklin and his comrades.

NEW VIGNETTE.—Thinking our readers had gazed sufficiently long upon the same heading to our sheet, we have procured the new and beautiful heading which is now presented. It was designed and engraved by Mr. George Howland, wood-engraver, 229 Broadway, New York.

STEAM VS. SAILING VESSELS.—The impression is becoming settled that steam vessels will ultimately supersede sailing vessels, except upon very long voyages. The carrying trade upon the Atlantic is performed, more and more, by steam. The New York ship-owners entertain serious fears that their first class clippers may not find full employment. English steamers are now very extensively engaged in carrying passengers, as will appear from the following statistics, taken from the New York papers: Steam vessels from foreign ports, with passengers, landed at Castle Garden, New York, from January 1, 1856, to July 1, 1857—under the British flag, 35; Hamburg flag, 11; Belgian flag, 7; United States flag, 2; Bremen flag, 1; French flag, 1; total, 57.

FRENCH CONTRACTS FOR NEGROES.—The French Government have entered into a contract with a Marseilles house for the supply of 10,000 Africans to Guadeloupe and Martinique. The contract was, it seems, signed by the French Ministers of Marine and Finance, on the one part, and MM. Regis, of Marseilles, on the other part, on the 13th day of March last. It stipulates that the latter are, within three years, or if possible within less time, to transport 5000 blacks to Guadeloupe, and as many to Martinique, there to work under an engagement for ten years, at the wages of 12 francs 50 centimes a month, out of which each negro so imported has to pay, at the rate of two francs a month, the cost of his transport from Africa, which is estimated at 200 francs. MM. Regis undertakes to employ in this service large steam vessels, capable of containing 800 passengers, and for each adult immigrant, male or female, they are to receive 500 francs, or £20 sterling. One of these steamers has, we are assured, already sailed.

GOOD LAWS FOR SHIPBOARD.—In reading Dr. Kane's late work upon Arctic Explorations, we find the following brief summary of the laws to be observed on shipboard:

"Ten of our little party belonged to the U. S. Navy; and were attached to my command by orders from the Department; the others were shipped by me for the cruise, and at salaries entirely disproportioned to their services: all were volunteers. We did not sail under the rules that govern our national ships; but we had our own regulations, well considered and announced beforehand, and rigidly adhered to afterward through all the vicissitudes of the expedition. These included—first, *absolute subordination to the officer in command, or his delegate*; second, *abstinence from all intoxicating drinks, except when dispensed by special order*; third, *the habitual disuse of profane language. We had no other laws.*"

[From the N. Y. Observer.]

Rev. Dr. Duff's Account of the Mutiny in India.

CALCUTTA, May 16, 1857.

MY DEAR FRIEND:—We are at this moment in a crisis of jeopardy, such as has not occurred since the awful catastrophe of the Black Hole of Calcutta.

So long as the spirit of disaffection in the native army, with its occasional outbreaks, was only circulated about in whispers, I felt it better not to allude to the subject; but now that it has broken forth into so many open manifestations of a daring character, I can scarcely remain silent.

Without dwelling at present on the Providential view of the case, I shall only advert to a few of the facts.

At Barrackpore and Burhampore, about 12 and 200 miles respectively north of Calcutta, the spirit of mutiny wildly exhibited itself. There have been one or two executions in consequence, while 1500 men have been disbanded in disgrace. These, however, as might have been expected, have betaken themselves to robbery and plunder; only this morning the news has reached us that Raneeungee, the important station of our furthest railway terminus, has been attacked and plundered by them. The universal feeling is, that such desperadoes have been far too leniently dealt with; and that such mistaken leniency now recoils upon us in plunder and bloodshed.

It is now certain that we narrowly escaped a general massacre in Calcutta itself. There was a deep laid plot or conspiracy—for which some have undergone the penalty—to seize on Fort William, and massacre all the Europeans, &c. The night chosen for the desperate attempt was that on which the Maharajah of Gwalior, when here, had invited the whole European community to an exhibition of fireworks, across the river, at the Botanic Gardens. On that evening, however, as if by a gracious interposition of Providence, we were visited with a heavy storm of thunder, lightning and rain; so that the grand exhibition of the Maharajah had to be postponed. The European officers, therefore, had not left the Fort; and the object of the conspirators being thus defeated, was soon afterwards brought to light, to the horror of all, and the abounding thankfulness of such as acknowledge the loving kindness of the Lord.

In Oude, what threatened to be a formidable and disastrous mutiny was lately put down only by the prompt, decisive and energetic measures of the Chief Commissioner, Sir Henry Lawrence—one of the bravest soldiers and most philanthropic gentlemen in India.

From all the chief stations in the North-West, intelligence of a mutinous spirit manifesting itself in divers ways, has been dropping in upon us for several weeks past.

But at this moment all interest is absorbed by the two most prominent cases, at Meerut and Delhi. At the former place a cavalry regiment openly mutinied: some 70 or 80 of the ringleaders were tried and sentenced to many years imprisonment, with hard work in irons. But the whole station has been kept in a state of fearful anxiety and suspense—the bungalows or houses of Europeans being, in spite of every precaution, almost every night set on fire, and the European officers of the cavalry regiments being killed.

Moreover, two troops of the said regiment started off for Delhi, distant about forty-five miles. On their way they roused the whole populace by their machinations and lies; so that all order and law being in and abeyance, that district is now a scene of indiscriminate plunder.

But what is most dismal of all, these mutinous troops, on reaching Delhi, in which were three native, and no European regiments, were joined by all the native troops; the fort, in consequence, with its arsenal, ammunition and treasury, was seized, and is now in the hands of the rebels; nearly the whole European community, civil and military—men, women, and children—have been cruelly massacred! and, to crown all, the heir apparent of the titular Emperor of Delhi, the

lineal successor of the great Mogul, has been proclaimed by the triumphant mutineers as Emperor of India! Such an event—one-half so disastrous—has not yet occurred in the history of British India. The great bulk of the population of Delhi is Mohammedan—notoriously fanatical—and notoriously hostile to our Government. Delhi has a great name over all India, as having been one of the greatest of the imperial cities of the Mogul sovereigns. At present I cannot dwell on the subject. It is only this day that the last and most fatal part of the intelligence has reached Calcutta. It looks like a summons to clothe ourselves in sackcloth. Some must mourn over friends already gone; and others over friends in imminent danger.

Nearly half the native army is in a state of secret or open mutiny; and the other half known to be disaffected. But this is not all; the populace generally is known to be more or less disaffected. You see, then, how very serious is the crisis. Nothing, nothing but some gracious and signal interposition of the God of Providence seems competent now to save our empire in India. And if there is a general rising—as any day may be—the probability is, that not a European life will anywhere escape the universal and indiscriminate massacre. But my hope is in the God of Providence. I have a secret, confident persuasion that, though this crisis has been permitted to humble and warn us, our work in India has not yet been accomplished—and that, until it be accomplished, our tenure of empire, however brittle, is secure.

Already it is known that the Mohammedans have had several night meetings; and when the proclamation of the newly mutineer-installed Emperor of Delhi comes to be generally known, no one can calculate the result. But as I said, our trust is in the Lord. And never before did I realize as now the literality and sweetness of the Psalmist's assurance—"I laid me down and slept; I awaked for the Lord sustained me. I will not be afraid of ten thousands of people that have set themselves against me round about. Arise, O Lord; save me, O my God!" Our son Alexander, poor fellow, is at Meerut—the very centre and focus of mutiny—and where already Europeans have been massacred, though no names have yet reached us. You may therefore imagine in what a horrible state of suspense and anxiety Mrs. Duff and myself now are. May the Lord have mercy on him and us!

Yours,
ALEX. DUFF.

☞ We would call the attention of strangers, and especially of seamen, to the notice of places of worship, open every Sabbath, in Honolulu. There was a time when there was only one house of worship, in English, but now there are three open every Sabbath, morning and evening. Every Sabbath afternoon, a Union prayer-meeting of the three Foreign societies is held, at half-past three o'clock. This meeting is held four Sabbaths, in rotation, at each house of worship, notice being given accordingly. Weekly prayer-meetings are held at the Bethel and Fort street church on Wednesday evening, and at the Methodist chapel on Thursday evening.

TRUE KNOWLEDGE.—The excellent John Newton, on being asked his opinion on some topic, replied; "When I was young, I was sure of many things; there are only two things of which I am sure now: one is, that I am a miserable sinner; and the other is, that Jesus Christ is an all-sufficient Savior." This is the sum of all saving knowledge, and he is well taught who gets these lessons by heart.

The Judge and the Preacher.

Once upon a time, it matters not how long ago, or where, but once upon a time, we were conversing with a certain Judge, upon the subject of preaching the Gospel. Said the Judge, "If I was a preacher, I should wish to own my own church, and have my salary secured to me, then let the people come and hear me preach; and I should be able to let them know the truth, without fear or favor." Ah, what nice times those would be for preachers! How unlike the present! Then, what fearless preachers would supply the pulpits of the land! Seldom, however, has a preacher ever owned his own church, or stood perfectly independent of his people in the way of support. We have heard and read of some few such instances, but they have been exceedingly rare. They have been the exception. Such a system would not work well. Better send out twelve peniless apostles, to proclaim the Gospel through the Roman Empire, than twelve rich preachers, able to command the resources of an English bishopric! It may be well to make the Judge an *independent*, but not the preacher! Some preachers style themselves *independent*; but this by no means refers to their pecuniary position. The laborer, we have high authority for asserting, is worthy of his hire! "If we have sown unto you spiritual things," writes St. Paul to the Corinthians, "is it a great thing if we shall reap your carnal things?"

We have been led to indulge in these remarks because many suppose that preachers are not so fearless and independent in the pulpit, as they would be if they were less dependent upon their people for support. Now, we take an entirely different view of the matter. It is not the rich parson who preaches with the fearlessness and faithfulness of Paul or Peter. Riches never added to a preacher's real power. If you would make the preacher bold and out-spoken, give him neither riches *nor poverty*; but let him feel that he is one with his people. If they are prosperous, let him share in their prosperity; and if they are called to suffer adversity, then their Pastor will be ready to share their lot. The preacher should not seek the *independence* rightly conceded to the Judge upon the Bench, but aim to go forth as his Sovereign's ambassador! Then we are ambassadors for Christ; "as though God did beseech you by us, we pray you, in Christ's stead, Be ye reconciled to God."

☞ We would call the reader's attention to the state of our funds in the publication of the *Friend*, and supporting the Bethel, as presented on page 70.

☞ Our readers will find a full report, in different parts of our columns, from all the whaleships heard from this season.

| | | |
|----------------------|------------------|----------------|
| Adeline | Empire | Mary Frazier |
| Arctic | Eagle | Nassau |
| Abigail | Fanny | Newburyport |
| Benjamin Rush | Florida | Ocean Wave |
| Bowditch | Fortune | Polar Star |
| Brutus | Gay Head | Rainbow |
| Benjamin Morgan | General Pike | Rapid |
| Brooklyn | Governor Troup | Rambler |
| Caravan | Hobomok | Reinder |
| Chas. W. Morgan | Indian Chief | Saratoga |
| China | Jireh Perry | Silver Cloud |
| Christopher Mitchell | John & Elizabeth | Shepherdess |
| Cicero | Josephine | Sea Breeze |
| Condor | King Fisher | Sharon |
| Contest | Lagoda | South Seaman |
| Champion | Louisa | Thomas Dickson |
| Lyvington | Massachusetts | Tahmaroo |
| Cincinnati | Milton | Tibee |
| Columbus | Minerva | William Wirt |
| Caroline | Morea | Walter Scott |
| Carolina | Massachusetts | Vineyard |
| Chili | Mary | Timour |
| Daniel Wood | Mary | |

| OFF 3d SEASON. | | |
|--------------------|------------------|-----------------|
| Alice | Emily Morgan | Mary Ann |
| Betsy Williams | General Williams | Navigator |
| Bart. Gosnold | Gratitude | Newton |
| Braganza | Huntsville | Ontario |
| Cambria | India | Onward |
| California | Janus | Philip 1st |
| Corinthian | Jeannette | Robin Hood |
| Cornelius Howland | John Howland | South Boston |
| Coral | Joseph Meiggs | Syren Queen 4th |
| Columbia | Julian | Sheffield |
| Charles Carroll | Lydia | Tamelande |
| Charles Phelps 4th | Lancaster | Triton 2d |
| Black Eagle | Magnolia | Three Brothers |
| Dartmouth | Menkar | Vernon |
| Enterprise | Montauk | Waverley |
| Florida | | |

| HONOLULU FLEET. | | |
|-----------------|----------------|---------------|
| Oahu | Frances Palmer | Italy |
| Hawaii | United States | Black Warrior |
| Pfiei | Cynthia | Victoria |
| Avate | E. L. Frost | Neptune |

| | | |
|-----------------|-----------------|---------------|
| Agate | BREMEN. | |
| Republic | Goetho | |
| | FRENCH. | |
| Gustav | Elizabeth | Nil |
| Napoleon 3d | Caulaincourt | Espadon |
| Ville de Rennes | General Doupole | General Teste |

| RECAPITULATION. | | |
|-----------------|-----------|-----------|
| 1st Season, | - - - - - | 68 |
| 2d " | - - - - - | 47 |
| 3d " | - - - - - | 47 |
| Hawaiian, | - - - - - | 12 |
| Foreign, - | - - - - - | 11 |
| | | <hr/> 135 |

LOOK OUT FOR SHARKS.—Persons bathing in Honolulu harbor must look out, or they may find themselves grappling with an unpleasant antagonist. A shark, eight feet long, was seen a few days since, in the inner harbor.

Capt. Joshua H. Patten, whose heroic wife navigated his ship, the *Neptune's Car*, safely into port, died at the McLean Assylum, in Somerville, Mass., on Sunday last. He was but little over thirty years of age, and his wife was a mere girl when she performed that memorable exploit.—*Advertiser*

ADVERTISEMENTS.

To the Owners, and Persons interested in
Whaleships in the Pacific Ocean.OFFICE OF THE PANAMA RAIL-ROAD COMPANY,
NEW YORK, July 20, 1857.

The Panama Rail-Road Company takes this method of informing those interested in the Whaling business, of the advantages offered by the Railroad across the Isthmus of Panama, for the shipment of Oil from the Pacific to the United States, and for sending outfits and supplies from the United States to Panama.

The Railroad has been in regular and successful operation for more than two years, and its capacity for the transportation of every description of merchandise, including Oil, Provisions, &c., has been fully tested. The attention of several Captains of whaleships has recently been turned to the subject of shipping their oil from Panama to New York during the present season, and the Panama Rail-Road Company has made arrangements to afford every facility which may be required for the accomplishment of this important object. A Pier, 450 feet long, has been built in the bay of Panama, to the end of which Freight Cars are run to receive cargoes from lighters or vessels lying alongside, and deliver the same alongside of vessels at Aspinwall. Vessels of from 200 to 300 tons can lie at the Pier with safety, grounding in the mud at low water.

The vessels to and from Aspinwall are fast-sailing brigs, belonging to the Rail-Road Company, and the Company is prepared to receive oil at Panama and deliver it in New York, under thorough Bills of Lading, at the rate of eight cents per gallon, if received at the Pier, and nine cents per gallon if received in the harbor from ship's tackles, charging for the capacity of the casks, without allowing for wantage. This charge covers every expense from Panama to New York, in case the oil is sent through the Superintendent or Commercial Agent of the Panama Rail-Road Company, insurance excepted. The freights may be made payable on the Isthmus or in New York at the option of the shipper.

The vessels of the Company sail regularly semi-monthly, and the average passages to and from Aspinwall are about twenty to twenty-five days. The time occupied in crossing the Isthmus is four hours. Oil, during its transit across the Isthmus, will be covered with canvas, or conveyed in covered cars, and owners may be assured that every care will be taken to prevent leakage. Several cargoes have already been conveyed to New York without the slightest loss.

Oil or other goods consigned for transportation to the Superintendent of the Panama Rail-Road Company, or to William Nelson, Commercial Agent of the Company at Panama, will be received and forwarded with the greatest despatch.

Frederic L. Hanks has been appointed Agent at Honolulu, Sandwich Islands, and is prepared to furnish every requisite information to shippers.

JOS. F. JOY, Secretary.

FREDERIC L. HANKS,
Agent Panama R. R. Co., Honolulu S. I. 64-12m

THE "FRIEND" SENT ABROAD.

OUR LIST OF FOREIGN SUBSCRIBERS has been increasing for several years, and is now larger than ever before. We should rejoice to have it become so large that the Friend might become a self-supporting paper, and the necessity removed of calling for donations. When that time arrives, our patrons may be sure they will not find us appealing for funds.

The Friend will be sent to any part of the United States, and the Hawaiian and United States postage prepaid, or included, for \$2 50.

Any sailor subscribing for the paper to forward to his friends, will receive a bound volume for the last year gratis.

85 For Three Years.

For \$5, the publisher will send the paper (POSTAGE INCLUDED) for one year, and furnish a bound volume for 1856, together with all the numbers for the current year. This liberal offer includes a subscription of the Friend for THREE YEARS.

Bound volumes for sale at the Chaplain's Study and Depository, at the Sailors' Home. A deduction will be made to those purchasing several volumes, and always furnished to seamen at cost price.

We desire to call the special attention of all masters, officers and seamen to the importance of doing their part towards sustaining this paper. It was never intended to make the paper a money-making concern. The publisher prints 1,000 copies of each number for gratuitous distribution among seamen visiting Honolulu, Lahaina and Hilo. This rule has been practiced for more than ten years, and hence the paper has become so generally circulated among seamen in all parts of the Pacific. tf

B. PITMAN,

DEALER IN

GENERAL MERCHANDISE, AND
HAWAIIAN PRODUCE.

BYRON'S BAY, HILO, HAWAII, S. I.

All Stores required by whale ships and others, supplied on reasonable terms, and at the shortest notice.

WANTED—Exchange on the United States and Europe. Oct. 2, 1851. tf

ADVERTISEMENTS.

NOTICE TO WHALEMEN.

MACY & LAW,

—DEALERS IN—

WHALEMEN'S SUPPLIES AND GENERAL
MERCHANDISE,

Kauaihae, Hawaii.

CONSTANTLY ON HAND a good supply of Hawaiian beef, potatoes, hogs, sheep and numerous other articles required by whalemén. The above articles can be furnished at the shortest notice and on the most reasonable terms in exchange for bills on the United States or orders on any merchant at the Islands. No charge made on inter-island exchange.

Beef packed to order and warranted to keep in any climate. 3-tf.

B. W. FIELD,
COMMISSION MERCHANT,
HONOLULU, OAHU, H. I.

By Permission, he Refers to

C. W. Cartwright, President of Manufacturers' Insurance Company, Boston;
H. A. Pierce, Boston;
Thayer, Rice & Co., Boston;
Edward Mott Robinson, New Bedford;
John W. Barrett & Sons, Nantucket;
Perkins & Smith, New London.
B. F. Snow, Honolulu.

SAM'L N. CASTLE. AMOS S. COOKE.

CASTLE & COOKE,

IMPORTERS AND WHOLESALE AND RETAIL

DEALERS IN

GENERAL MERCHANDISE,

At the old stand, corner of King and School streets, near the large Stone Church. Also, at the Store formerly occupied by C. H. Nicholson, in King street, opposite the Seamen's Chapel.

S. P. FORD, M. D.,
PHYSICIAN AND SURGEON.
Office Queen street, near Market.G. P. JUDD, M. D.,
PHYSICIAN AND SURGEON,
HONOLULU, OAHU, S. I.
Office, corner of Fort and Merchant streets. Office open from 9 A. M. to 4 P. M.E. HOFFMANN,
PHYSICIAN AND SURGEON,
Office in the New Drug Store, corner of Kaahumanu and Queen streets, Makee & Anthon's Block. Open day and night.GILMAN & CO.,
Ship Chandlers and General Agents,
LAHAINA, MAUI, S. I.
Ships supplied with Recruits. Storage and MoneyC. H. WETMORE,
PHYSICIAN AND SURGEON,
HILO, HAWAII, S. I.

N. B.—Medicine Chests carefully replenished, and on reasonable terms.

J. WORTH,

HAVING established himself in business at Hilo, Hawaii, is prepared to furnish ships with Recruits, on favorable terms for Cash, Goods or Bills on the United States.

THE READING-ROOM

AT THE SAILOR'S HOME IS OPEN, AND free to the public; and all seamen visiting this port, are especially invited to make it a place of resort, whether they board at the Home, or other boarding-houses in Honolulu, or are connected with the shipping. During the shipping season it will be lighted evenings.

Seamen visiting the Reading-Room, and desirous of writing letters, will be furnished with "pen, ink and paper," gratis, by applying to the person having charge of the Room. tf

IRON HURDLES

FOR SALE at the Hudson's Bay Company's Store, eight feet long—three dollars each. tf

ADVERTISEMENTS.

THE SAILOR'S HOME.



MR. & MRS. THURM, MANAGERS.

THE HOUSE IS NOW OPEN FOR THE ACCOMMODATION of Seamen. Board and Lodging will be furnished on the most reasonable terms. The Managers, having for several years kept a private boarding-house in Honolulu, and during that period accommodated many seamen, hope to receive the patronage of the seafaring community. Seamen may rest assured that no efforts will be spared to furnish them a comfortable home during their stay in port. Boarders accommodated by the week or single meals. Apply for Board at the office, in the dining-room.

NAVIGATION TAUGHT.

NAVIGATION, in all its branches, taught by the Subscriber. The writer likewise begs to intimate that he will give instruction to a limited number of pupils in English reading and grammar, geography, writing, arithmetic, &c. Residence, cottage at the back of Mr. Love's house, Nuuanu-street. DANIEL SMITH. tf

Honolulu, March 26, 1857.

INFORMATION WANTED.

RESPECTING CHARLES TWOKEY or TWAY, of Geneva, New York. He sailed in 1850 or 1851, from Calais, Maine, on board the Tennessee, bound to the West Indies. He was next heard from on board the whale ship Neptune, Capt. Green, in Honolulu, about two or three years after. It is confidently supposed that, if alive, he is on board some whale ship in the Pacific. Should he visit the Islands, he is requested to call upon the Seamen's Chaplain; or, should this notice meet his eye, to write to the Chaplain, or communicate with his sister, Miss A. T. Ending, in Geneva, N. Y.

—ALSO—

Respecting a sailor by the name of PARTRIDGE, whose friends reside in West Eaton, N. Y.

—ALSO—

Respecting JOHN WHARRIE or McWHARRIE, who left some one of Elias Perkins' whaling vessels, at Honolulu, in 1853 or 1854.

—ALSO—

Respecting W. S. Haven, reported to have jumped overboard from the whale ship Good Return, Capt. Wing, on the 29th of March, 1856, while the vessel was lying at anchor in, or lying off and on the port of Honolulu. Any information relating to this young man will be most gladly received by the editor of the Friend. 5-tf

NOTICE.

A LETTER WITH A DAGUERREOTYPE, addressed to Mr. H. Bingham, Honolulu, Sandwich Islands, from Lagrange, Georgia, U. S., and received at the Post-office in Honolulu Jan. 20; upon being opened by Hiram Bingham, junr., is discovered to be addressed to Mr. Howell Bingham, from Benjamin H. Bingham and D. B. Jeter. The letter and package may be found at the Post-office.

Honolulu, April 27, 1857.

THE FRIEND:

A MONTHLY JOURNAL, DEVOTED TO TEMPERANCE, SEAMEN, MARINE AND GENERAL INTELLIGENCE,

PUBLISHED AND EDITED BY
SAMUEL C. DAMON.

TERMS:

| | |
|----------------------|--------|
| One copy, per annum, | \$2.00 |
| Two copies, " " | 3.00 |
| Five copies, " " | 5.00 |

MARINE JOURNAL.

PORT OF HONOLULU, H. I.

(From the Pacific Commercial Advertiser.)

ARRIVALS.

- Sept. 4—Am clipper ship John Land, Bearse, 13 days from San Francisco.
- 6—5 P. M., Sch San Diego, Crafton, fm Ayan.
- 8—Am wh sh General Pike, Russell, fm Lahaina.
- 8—1 P. M., Br bark Sevastopol, 48 days from Sydney, with passengers; sailed for San Francisco same day.
- 12—Am wh sh Wm. Wirt, Osborn, fm Kodiack Sea, 600 bbls wh, 5000 lbs bone.
- 19—Am wh bark J. D. Thompson, Waterman, fm Arctic Ocean, 1250 wh, 20,000 bone, full, 2400 bbls on board.
- 21—Fr wh ship Ville de Rennes, Guedoit, from Kodiack, 100 bbls whale.
- 21—Am sch Flying Dart, Freeman, 19 ds from San Francisco, with merchandise to E. P. Adams.
- 23—U. S. S. St. Marys, Com. Davis, 29 days from New Nantucket Island.
- 24—Am bark Yankee, Smith, 15 days fm San Francisco.

DEPARTURES.

- 19—Br ship Kamehameha IV., Garry, for Valparaiso.
- 22—Am wh ship Wm. Wirt, Osborne, to cruise off New Zealand.

MEMORANDA.

LAHAINA, Saturday P. M., August 5, 1857.

DEAR SIR:—We hasten to send you by first opportunity, the report of the first whaler of the season in our waters.

The ship *General Pike*, of New Bedford, Capt. John Russell, anchored here yesterday, P. M., 12 months from New Bedford—last from Kodiack, Aug. 1st.

Capt. R. informs us that there was quite a large proportion of the whaling fleet on the Kodiack ground—estimated at 60 ships. The weather in the early part of the season was very rough, with a very heavy swell running—so much so, that several ships were obliged to cut from whales, and with the loss of "heads" of bone. June, and early in July, warm and pleasant weather; the latter part of July was rainy, and the ships were leaving for Bristol Bay.

There had been but a few accidents among the ships. Had heard of but one fatal; the carpenter of the ship *Enterprise*, of Nantucket, was killed by a whale staving the boat. There had not been much loss of boats, lines or craft.

Capt. R. has been a week at Kealakakua; put in there on account of his own ill-health, but is now perfectly well.

When the ship was "put away" there were two other ships in company who also appeared as if "bound South"—and the Captain thinks there will be quite a number of arrivals this month, as the whales appeared to have left the grounds.

Yours truly, GILMAN & Co.

Arrived at Lahaina, September 4, 1857, ship *General Pike*, Russell, New Bedford, 12 months out, from Kodiack August 1, with 130 sperm, 800 whale on board. Reports having spoken:

- May 25, ship Huntsville, Grant, C. S., 1 whale.
- June 1, " Julian, Cleveland, N. B., 2 whales.
- " 10, bark Sarah Sheaf, Loper, do, 2 whales.
- " 25, " Ocean Wave, Baker, do, 300 barrels.
- " 25, ship Rambler, Willis, do, 300 do.
- " 25, " Indian Chief, Huntly, N. L., 2 whales.
- July 4, " William & Henry, Grinnell, F. H., 150 barrels.
- " 10, " Tamerlane, Winslow, N. B., 800 do.
- " 16, " Benjamin Morgan, Sisson, N. L., 2 whales.
- " 16, bark Cleone, Simmons, N. B., 700 barrels.
- " 31, ship *Enterprise*, Brown, Nant., 500 do.

HEARD FROM:

- June 1, ship Onward, Norton, N. B., 1 whale.
- " 1, " Addison, Lawrence, do, nothing.
- " 1, " Olympia, Ryan, do, do.
- " 1, " Charles Carroll, Parsons, N. L., 2 whales.
- " 1, " Cincinnati, Williams, Ston., 1 whale.
- July 1, " William Wirt, Osborne, N. B., 600 barrels.
- " 1, " John and Elizabeth, Eldridge, N. L., 2 whales.
- " 1, " Brooklyn, Rose, do, 2 do.
- " 1, " Rainbow, Halsey, N. B., 3 do.
- " 1, " Tahmaroo, Robinson, F. H., 3 do.
- " 4, " Benjamin Tucker, Barber, N. B., 2 do.
- " 15, " Japan, Diman, F. H., 4 do.
- Aug. 1, " Contest, Ludlow, N. B., 1100 barrels.
- " 1, " Good Return, Wing, do, 1100 do.

Reports Ocean Wave, Rambler, Indian Chief bound to Point Barrow; nearly all the others are bound to Bristol Bay.

Forwarded by G. & Co.

Port of Kealakakua, Aug. 23, 1857.

Arrived—Am wh sh *General Pike*, Russell, of New Bedford, 11 months out, from Kodiack Aug. 1, 800 wh, 100 sp—800 wh this season.

Capt. Russell left the ground on account of bad weather and scarcity of whales. He intends, after recruiting here, to touch at Lahaina and Honolulu, from one or the other of which ports he will ship his bone previous to leaving for the Line season. Reports having spoken, June 25, Ocean Wave, N. B., 3 whales; Rambler, do, 3 do; Indian Chief, N. L., 2 do. All three ships in company, and bound to Point Barrow. July 3—William & Henry, F. H., 3 whales; Cleone, Simmons, N. B., 7 do; 29th, *Enterprise*, Nant., 5 do—all bound to Bristol Bay.

Report of the Yacht "San Diego."

We are indebted to Mr. G. Reiners for the following report of the schooner *San Diego*.

JULY 23, 1857.—Spoke Russian war steamer *Vostock*, which had left Ayan in the beginning of July, after having attempted to go to sea from that port twice during the latter part of June and both times having been compelled to return to port on account of the ice in the Ochotsk Sea. The *Vostock* reported the *Condor*, Whiteside, at Ayan repairing damages sustained in the ice, had taken one whale since leaving Oahu. The *Lydia*, Leon-

ard, and *China*, Thompson, each one whale this season; another whaleship, name not obtained, had also touched off Ayan, the captain had his wife and child on board. A whaling captain had been landed at Ayan by a whaleboat, his ship being outside at sea, he being sick, returned to his ship after having procured advice and medicine, to cruise until the month of August, then to return to the islands, as recommended to do by his physician at Ayan. Could not learn the name of the captain. There was quite a number of vessels whaling in Tavick Bay, but we have no report of them. One whaler was reported to be lost in the Ochotsk Sea, no particulars as to the name of the vessel, or time, place and cause of the disaster could be obtained. The ice being so very late in the Ochotsk Sea, and not wishing to expose the schooner to the ice, we have been prevented from reaching the gathering places of the whale ships, and could not obtain any news but the above report.

Under the east coast of Kamtschatka saw quite a number of humpback whales, and on the 4th and 5th August in lat. 50° and 49° N., and long. from 175° W. to 180° met schools of large right whales, met finbacks and grampus almost every day until 38° N. and 174° W. Have had moderate weather most all the time of our cruise, for the last month within a week have had very light southerly and easterly winds and calms, took the trades in 28° N. and 162° W., very strong from E. and E. S. E. with a heavy sea. Touched at Waimea, Kauai, on the 4th September, schooner *Keoni* Ana had left there on the 2d for Hanalei, at 4 P. M., on the 4th saw a schooner (*Excel*) going into Kolow Bay. Bark *Bhering*, Capt. Morse had arrived on the 23d May in Petropauluski, 56 days from Honolulu.

REPORT OF AMERICAN WHALE SHIP WILLIAM WIRT, OSBORNE, FROM KODIACK SEA.

Spoken and heard from:

| | Bbls. | | Bbls. |
|------------------------|---------|--------------------|-------|
| Aug. 1, Tahmaroo, | 400 | Aug. 10, Gayhead, | 400 |
| " John Cogshall, clean | July 1, | Ocean Wave, | 3 wh |
| " Isabella, | 300 | " Oahu, | 600 |
| " Espadon (Fr), clean | " | " Pdel, (blubber), | 400 |
| " Elizabeth (Fr), do | " | " Neptune, | 2 wh |
| " Caulincourt (Fr), do | " | " Onward, | 350 |
| " Japan, | 500 | " Triton, 2d, | 1 wh |
| Aug. 20, Agate, | 240 | " Tamerlane, | 400 |
| " Cleone, | 1000 | " Indian Chief, | 300 |
| " Good Return, | 1000 | " Silver Cloud, | clean |
| " Rambler, | 350 | " Huntsville, | 600 |
| Aug. 1, Chas. Carroll, | 3 wh | " Baltic, | 500 |
| " Julian, | 500 | " Benj. Tucker, | 2 wh |
| " Navigator, | 2 wh | July 25, Braganza, | 500 |
| " Dartmouth, | 350 | " Gen. Williams, | 2 wh |
| " Emerald, | 1000 | " Brooklyn, | 3 wh |
| Aug. 20, Sarah Sheaf, | 600 | " Rainbow, Halsey, | 600 |

Capt. Winslow, of the Tamerlane, at Lahaina; reports to us, through Messrs. Bolles & Co., the following, not given above:

- July 7, Addison, Lawrence, 400 bbls.
- Aug. 8, Gen. Williams, Miller, 500 bbls, b'nd for Bristol Bay.
- " 10, Benj. Morgan, Sisson, 200 bbls, do. do. do.

Spoken, June 12, Benj. Russ, clean.

Heard from, about July 12, Good Return, Wing, 1300 bbls, season; Chas. Carroll, Parsons, 4 whales; John & Edward, 3 whales; Contest, Ludlow, 1100 bbls; Neptune, Comstock, 3 whales.

Captain WINSLOW writes—"SIR: I send you all the news that I now have concerning the fleet this season. I should judge from the ships that I have heard from and spoken, the average is about 500 barrels in the Kodiack. There has been a good show of whales this season, but very much scattered, and they have been rather shy. I got one whale May, 6 in June, 2 in July, from lat. 57° 50' to 59° 20' N., long. 140° 20' to 144° W. Aug. 9, I saw a great show of small whales, 60 miles S.E. of Cook's Inlet; struck one, but was obliged to cut line and let him go, on account of the fog. On the 11th, fog cleared off, saw two large lone whales, and still, but fog shut down over us, and kept so for two days. We then had the best of weather up to the 18th. We cruised the ground over thoroughly, with no right whales to be seen, but any quantity of humpbacks. During the last fog and blow, Aug. 12, we spoke a large French clipper; understood him five whales; saw him the next day; steered to the North with us awhile, then steered off to the Eastward, and that was the last we saw of him. We have had but a small portion of fog this season to what there generally is on Kodiack, but rugged weather enough to make it up. Yours, J. B. W."

Capt. Grinnell, of ship *William & Henry*, sends us the following reports:—June 20, Japan, 600 bbls; July 17, Benj. Tucker, 4 whales; July 22, Addison, 5 whales; Aug. 18, Gen. Leopold, 10 whales. Saw the last whale 25th July. Left the ground 28th August.

—We are indebted to Commander C. H. Davis, of U. S. S. *St. Marys*, for the following report of whalers which touched at New Nantucket Island from June 21 to Aug. 16:

- June 21—Bark Washington, Clement, 100 bbls sperm.
- 21—Ship May Flower, Gardner, 151 mos, 450 bbls sperm.
- July 5—Bark E. Corning, Roten, N. B., 22 mos, 500 bbls sp, bound west.
- 8—Ship Com. Morris, no report of oil.
- Aug. 1—Bark Winslow, of New Bedford, 22 mos, 400 bbls sp.
- 1—Ship Mohawk, of Nan., 35 mos, 1550 sp, all well.
- 6—Ship Elizabeth, Swift, no report of oil.
- 8—Ship Mary, of Nantucket, 11 mos, 200 bbls sperm.
- 12—" Elizabeth, of N. B., 22 mos, all well.
- 16—Bark Zone, Fish, of F. H., 800 bbls sp, all well—lat. 0° 30' S. long, 159° 40' W.

HILO, Sept. 14, 1857.

DEAR SIR,—I embrace the first opportunity by the over-land mail to advise you of the arrival of the first whaler at this port this season—though as the vessel proceeds to Honolulu in a few days, she may probably anticipate this report.

The *J. D. Thompson* arrived here on the 12th inst., from Arctic Ocean, 14 days from St. Paul's, and 11 days from Gore's Island.

Capt. Waterman reports his ship quite full; say on board 2400 bbls whale and 100 bbls sperm—(season's catch, 1250 wh., and 20,000 lbs bone)—has seen plenty of whales, but few ships.

Reports having spoken, June 6, bark Newburyport, Crandall, off Cape Thaddeus, clean. Same day, ship Braganza, clean. July 14, Victoria, of Bremen, in Bhering Straits, wanting two whales to fill; had about 30,000 lbs bone from trade and whaling. Spoke, same day, Oahu, in Bhering Straits, with 12,000 lbs bone, 400 bbls oil, and plenty of whales. Same day, saw the Agate, boiling—did not speak her. About 2 weeks afterwards, saw her again boiling. Aug. 7, schooner Pfiel, at anchor in St. Lawrence Bay, trading and doing well.

Capt. Waterman heard from the natives of two ships having passed through the Straits ahead of him, but could not learn their names. Also reports having seen very little ice.

I remain, Sir, yours respectfully,
B. PITMAN

MARINE INTELLIGENCE.—The schooner *J. H. Roscoe*, which arrived here yesterday from Tahiti, brings an unusually interesting budget of ship news. She left at Tahiti the schooner *Eliza*, Dunnett, hence, arrived in thirty days' passage; ship *Caroline C. Dow* of Boston, bound to Manila; whale ships *Monticello* of Nantucket, Baker, 1200 bbls. sperm oil, bound home; *Isaac Howland*, Cobb, New Bedford, thirty months out, with 650 bbls. sperm oil; bark *Matilda Sears* of Dartmouth, King, 11 months out, with 400 bbls. sperm oil; British brig *Pride of Jersey*, De Lyle, sailed on the 4th of June. Whaling bark *United States*, 18 days from Honolulu, bound to Japan Sea. Ship *Lyon*, Hardwick, of Providence, was lost on Wreck Reef. Saw ashore on North Cape of New Zealand a British mail steamer. Off New Zealand were, ship *Two Brothers*, of New Bedford, with 400 bbls. sperm and 400 do. whale oil, 33 months out; ship *Louisiana*, Norton, of New Bedford, 1200 bbls. sperm oil, bound home; ship *Mary*, of Nantucket, 6 months out, 200 bbls. sperm; bark *E. Corning*, of New Bedford, 18 months, 280 bbls. sperm; bark *Edward*, Winslow, Nantucket, 32 months out, 1000 bbls. sperm; ship *Mohawk*, Grant, of Nantucket, 28 months out, 1200 bbls. sperm; bark *Rosepool*, Fisher, of Edgartown, 9 months out, 300 bbls. whale and 50 bbls. sperm oil. Ship *Sea Gull*, Nichols, of New Bedford, with 1500 bbls. sperm oil, bound home. Left in the Bay Islands ship *Young Hector*, Smith, full, bound home; ship *Minerva*, Swan, of New Bedford, 18 months out, 500 bbls. sperm; Spoke bark *Alabama*, Coffin, oil not reported; ship *Nova Zembla*, Rowley, full, bound home; also spoke bark *South America*, Walker, of Providence, oil not reported.

We copy the above quite unsatisfactory report from a San Francisco paper of July 30. It is such a report as a merchant man only would give.

Sailed from New Bedford 15th July, barks *Irish Swift*, Earl, North Pacific Ocean; *Mary & Susan*, Stewart, do. do.

Ship *Pacahontas*, of Holmes Hole, 341 tons, with all her appurtenances, has been purchased by Messrs. C. R. Tucker & Co., of New Bedford, for \$6000. She will be continued in the whaling business under command of Capt. Dennis, late of the *Alice Mandell*, of New Bedford, wrecked in the China Seas in March.

It will be recollected that the loss of whaleship *Natchez*, of New Bedford, at Potter's Bay, in the Ochotsk Sea last October, the wreck was sold to Capt. Hempstead, of the *Harmony*, who towed it about 30 miles up the bay, and left it with 1500 bbls oil on board. The first officer and two men, (supposed of the *Harmony*) were left upon an island to take charge of the wreck. A letter from Nicolaieby, Feb. 14, states that the ship subsequently became a total wreck, and the first officer had been at N. some weeks.—*Boston Daily News*.

MARRIED.

At Canal Gulch, Siskiyou County, California, KELIKUHI, of Honolulu, to Miss KELEKA SIWASH, (Sandwich Islanders). In Honolulu, Sept. 22, by Rev. S. C. Damon, MR. JAMES M'SHANE, to MRS. RACHEL SEAMAN, both of Honolulu.

DIED.

In Nuuanu Valley, at the residence of his father, on Saturday August 29, of pulmonary consumption, LORRIN ANDREWS, Jr., aged 29 years.

At Waikapu, Sept. 3, at the residence of her son, Henry John Richardson, KANOLE, relict of George Richardson, aged about 60 years.

At West Roxford, Mass., on the 17th July last, STEPHEN REYNOLDS, Esq., late of Honolulu, H. I., aged 74 years and 8 months.

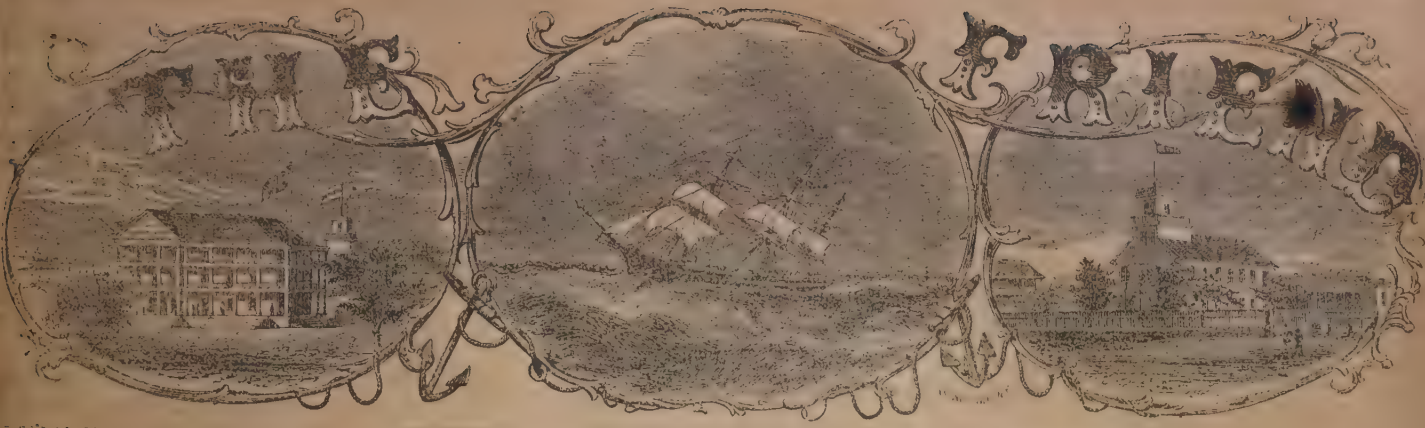
Very suddenly, in Honolulu, 25th inst., MR. WILLIAM H. STUART, aged 30 years. The deceased was a most estimable and industrious young man, who had resided about eight years upon the islands, and was most respected by the community. He was a native of Sherman, Connecticut. He leaves a wife and child to mourn his loss. At the time of his death he was making arrangements to return to the States. Being a member of the Odd Fellows' Lodge, his remains were accompanied by the members to the cemetery.

In Honolulu, 2d inst., MR. ENOCH CORSON, a native of Athens, Somerset County, Maine. He came passenger on board the *Vaquero*, from Melbourne.

PORT OF LAHAINA.

ARRIVALS.

- Sept. 14—William & Henry, Grinnell, fm Kodiack, 240 wh, sea; son; 130 sp, 300 wh, 1000 bone, voyage.
- 14—Enterprise, Brown, from Kodiack, 600 wh, 2000 bone season; 200 sp, 2,450 wh, 15,000 bone, voyage, 1,050 wh, 2000 bone, on board.
- 14—Tamerlane, Winslow, fm Kodiack, 1100 wh, 10,000 bn, season; 240 sp, 2,760 wh, 23,000 bone, voyage; 2000 wh, 10,000 bone.



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THE FRIEND.

HONOLULU, OCTOBER 24, 1857.

Royal Hawaiian Agricultural Society.

On the evening of the 22d, at the Fort Street Church, James F. B. Marshall, Esq., on retiring from the Presidency of the Society delivered an interesting, instructive and most common-sense address. A copy was requested for publication, to be preserved among the "transactions" of the Society. The singing on the occasion was excellent. We were glad to see so full an attendance of both seamen and residents.—Mr. Marshall referred in his address to the importance of the whaling business, to the prosperity of the islands, and to the gratifying success of the "Hawaiian fleet" this season.

On motion of A. Bates, Esq., the Society voted to award a silver cup to the master, silver medals to the officers, and bronze medals to the crew of the Hawaiian vessel taking the most oil next season, according to her tonnage.

On leaving the church, there chanced to fall into our hands a programme, on the back of which we found the following memorandum: "It is amid such scenes as these that the sailor feels himself a man again."—Signed "Taylor." Now Mr. Sailor-man, we welcome you to scenes social, scenes domestic, scenes holy—and we hope you will always find a goodly company seeking your good.

We would call the attention of strangers and seamen to the advertisement of Mr. Howland, the Ambrotypist. His pictures are good, and his rooms worthy a visit.

DEATH OF CHIEF JUSTICE MURRAY.—The California papers come to us abounding with obituary notices and references to the late Hon. H. C. Murray. He appears to have been esteemed and popular, highly accomplished and promising, dying in the very prime of life, at the early age of 33 years. The papers, however, both religious and secular, are far from disguising the fact that intemperance was the cause! The *Alta* most touchingly alludes to the sad end of one so brilliant, so gifted, so promising. The *Sacramento Age* also utters its lamentation, but attributes his death to "a perforation of the lungs." Would that the moderate drinker and the young might take warning.

It is highly gratifying that the appeal for aid put forth in our last number, meets with a cordial response. We have already received over one hundred dollars, and Capt. Walker assures us that a much larger sum has already been subscribed among shipmasters and officers. We are under special obligation to those parties who have interested themselves in bringing the cause before the minds of persons willing to render aid.

No doubt many seamen make but a poor use of the books which they receive, but we are confident such is not the case with all. An officer of a ship recently called at our office to buy some religious books, who remarked that he had one which we gave him nine or eleven years ago.

As strangers and seamen often complain that they are unjustly treated, because ignorant of the laws, in order to give all possible publicity to the laws relating to seamen especially, the Marshal has caused an abstract to be drawn and published in our columns, under the heading PUBLIC NOTICE.

Persons having books, pamphlets, or newspapers that they are willing should be distributed among seamen, will please send them to our office, at the Home.

Donations.

FOR SUPPORT AND REPAIRS ON BETHEL.

| | |
|------------------------|---------|
| A friend, in Honolulu, | \$ 5 00 |
| A friend, | 20 00 |
| A friend, Capt. — | 10 00 |
| A man-of-war's man, | 2 00 |
| Judge Griswold, | 25 00 |

FOR GRATUITOUS DISTRIBUTION OF THE FRIEND.

| | |
|------------------------------------|---------|
| A friend, in Honolulu, | \$10 00 |
| A. S. C., | 10 00 |
| A friend, Capt. — | 10 00 |
| Rev. Dr. Pierson, Strong's Island, | 5 00 |
| G. E. Beckwith, | 5 00 |

HONORARY MEMBERSHIP OF THE L. S. F. SOCIETY.—We learn that the Ladies, at a late meeting of the Strangers' Friend Society, held at the residence of C. C. Harris, Esq., voted to allow the "lords of creation" to become honorary members, upon the payment of five dollars or more. No doubt many will highly appreciate such condescension! It is surely a tempting offer to all who might wish to find themselves in the very best society, and at the same time contribute towards the funds of an association which is kindly, noiselessly and generously aiding a class of persons whose circumstances make a strong appeal to the benevolent among residents and visitors. Within a few days, this association has, with true feminine modesty, contributed to pay the board and funeral expenses of two strangers! During the society's existence, it has quietly done a vast amount of good, embracing beneficiaries of various nations and creeds, trades and professions. Mrs. Ford, Treasurer. Who will lead, and who will follow?

NEWS FROM STRONG'S ISLAND.—Letters have been received from Rev. Dr. Pierson, at Strong's Island, up to March 20. Families all well. A large number of letters forwarded from Micronesian missionaries are supposed to have been destroyed in the "trouble" at Guam. Dr. Pierson writes: "We, of this station, sent fifty letters—some were long. If they are lost we shall be very sorry."

It is our constant practice to place every inducement before seamen to urge them to write their friends, even if they get no replies. It has so happened that a certain sailor chanced to allow us the privilege of glancing over one of his letters. We were so much pleased with it, as to request a copy for our columns. This is our apology for inserting the letter addressed to the Hon. Mr. Pratt, of Prattville, New York.

NAVAL.—His I. M's frigate *La Perseverante*, of 60 guns, Rear-Admiral Lugeol, whose arrival we noticed last week from Tahiti, via Hilo, sailed on Sunday morning for San Francisco, where we learn she goes for repairs. She took a mail. The following is a list of her officers:

Lugeol, *Contre-Amiral, Commandant-en-Chef*.
Coupvent Desbois, *Capitaine de Vaisseau, Cap. de Pavillon*.
De Lapelin, *Capitaine de Frigate, Chef d'Etat-Major*.
Bigot, *Chirurgien Principal de Division*.
Le Roy, *Chirurgien de Seconde Classe*.
Theret, *Chirurgien de Troisième Classe*.
Gagneur, *Aumônier de la Division*.
Louvel, *Lieutenant de Vaisseau, Officier en Second*.
Magen, *Lieutenant de Vaisseau, Aide-de-Camp de l'Amiral*.
Esnault et Lapersonne, *Lieutenants de Vaisseau*.
De Stalande et Narfort, *Enseignes de Vaisseau*.
Clement, *Enseigne de Vaisseau, Officier d'Ordonnance*.
Papin, *Sous-Commissaire de la Division*.
Le Bras, Nicole, Moye, De Cinter, Le Borgne de Kerambosquer, De Turenne, Hamelin et Michel, *Aspirants de Marine*.

On Friday arrived H. B. M's screw surveying sloop *Plumper*, 10 guns, Captain George Henry Richards, 37 days from Valparaiso. She is bound for Vancouver's Island, on survey duty, and sails this afternoon. Her officers are:

George Henry Richards, *Captain*.
William Moriarty, *Senior Lieutenant*.
Richard C. Mayne, *Second Lieutenant*.
John A. Bull, *Master*.
William Elliott, *Paymaster*.
Samuel Campbell, M. D., *Acting Assistant Surgeon*.
Philip J. Hankin, *Mate*.
Daniel Pender and Edward P. Bedwell, *Second Masters*.
James L. Croker, *Clerk*.
George A. Browning and Edwin R. Blunden, *Master's Asst's*.
Frederick O. Powell, *Naval Cadet*, (to join H. M. S. *Satellite*.)
Francis Brockton, Edward Lewis and William Holloway, *Assistant Engineers*.
R. Bayley, *Boatswain*.
H. G. Downing, *Carpenter*.

Yesterday at 4 P. M. arrived H. B. M. steam paddle ship *Vixen*, 19 days from Nukahiva, having left Callao August 26. She reports that the French authorities at the Marquesas had had some difficulty with the natives in the celebrated valley of Typee, where the cannibals desired to sacrifice a woman on the occasion of some of their heathen orgies, but the French governor interfering saved the woman, not however without a show of resistance on the part of the natives, which resulted in several of them being shot before quiet was restored.

Admiral Bruce had gone to Valparaiso to await the arrival of the new Admiral of the Pacific squadron, who was shortly expected from England.

The *Magicienne* had gone to Panama, and the *Retribution* to Callao.

The *Vixen* will remain on the station for some time, and probably visit Hilo. She carries six heavy guns—one ten inch, one eight inch, two thirty-two's and two twenty-four's. The following is a list of her officers:

G. F. Meacham, *Commander*.
J. More, *First Lieutenant*.
Philip J. Patrick, *Second Lieutenant*.
Edward C. Ball, *Master*.
James Holt, *Surgeon*.
George Jeffreys, *Paymaster*.
R. H. Carroll, *Assistant Surgeon*.
Frederic Sutton, *Chief Engineer*.
H. Fox, George Hanley, C. Powell, J. Chapman, *Midshipmen*.
Augustus Bovell, *Master's Assistant*.
Messrs. Jones and Patterson, *Naval Cadets*.
Alfred Kidell, *Clerk*.

LOSS OF THE WHALE SHIP *INDIAN CHIEF*.—A letter from Messrs. Gilman & Co., dated Lahaina, Oct. 19, gives the following particulars in relation to the loss of this vessel:

"Capt. Baker of the bark *Ocean Wave*, from the Arctic, reports the loss August 25 of the ship *Indian Chief*, Huntley, by the staving in of the bow of the ship by a cake of ice. The shock was so light that it was not thought to be serious. The captain however gave orders to try the pumps, and found that the ship was filling fast and had barely time to take to the boats. The ship had 560 barrels stowed down

this season and was boiling out at the time of the accident, and went down with "hot pots." The captain, first and second officers and men, after being exposed some three days in the open boats, in very unelement weather, succeeded in reaching Plover Bay. The captain thinks that the third mate's boat must have been lost—as he was not a very energetic man, and it required all the energy of the captain and officers to keep the men alive—when they were not rowing they were kept pounding one another to keep up the circulation and drive off the stupor caused by the cold weather. Captain Huntley and officers went on board the brig *Oahu*, where they were when the *Ocean Wave* left the Fox Islands, September 23."

BIBLES IN THE RAROTONGA LANGUAGE.—We are most happy to add to our stock of Bibles a supply in the Rarotonga language, sent by the Rev. Mr. Buzecott, and forwarded by the kindness of Captain Walker, of the *South America*.

We regret to learn that the venerable and tried Missionary, Buzecott, is compelled through ill health to give up his labors. "I am sorry," he writes under date of April 22, "to inform you that my old disease (liver complaint) has again returned. I have for six months past been almost entirely laid aside, and shall be obliged to leave this Mission and seek a cooler climate. I am happy to say that the Rev. G. Gill, of Mangaia, has removed here, to take charge of the institution. I hope he will soon have some one to help him. We are at present very short-handed, and the *John Williams* has returned from England, leaving the Rev. W. Gill behind, and bringing no additional helpers."

OAHU COLLEGE.—A letter received from the Rev. Mr. Armstrong, dated Boston, September 3d, informs us that the prospect was encouraging in regard to the endowment. A subscription would be fairly opened shortly after the meeting of the "Board" in Providence, about Sept. 20th. Already, however, several subscriptions of \$1000 and \$500 each had been secured. A good impression has been made, and the friends of the enterprise are sanguine that it will ultimately succeed. The *Independent*, New York *Observer*, and Boston *Puritan*, have advocated the undertaking. The Revs. Messrs. Armstrong and Beckwith have issued a "circular," which presents a candid and fair view of the enterprise. Every well-wisher to the cause of liberal education will ardently pray for their success.

We would merely add, that Mr. Armstrong, with his wonted activity and energy, is busily engaged in printing a "Map" and "Algebra" for the use of the schools on the islands.

LATE NEWS FROM MARQUESAS.—By H. B. M. steamer *Vixen*, intelligence reaches us that the Hawaiian Missionaries were well as late as the 2d of the current month. A war had broken out in one part of the islands.

A Sailors' Mother.

Words but faintly convey the anxiety of the Mother in behalf of her son, who has wandered away from home and chosen the life of a sailor. Some two years ago, a young man left his home in Western Pennsylvania, and ere the parents could overtake him, he had shipped on board an American whaleship bound to the Pacific. They followed him to New Bedford, but the vessel had sailed. Letters were forwarded. They reached him, and he wrote home. Those parents fondly hoped he would return. When the vessel left Honolulu, a year ago last March, it appears he endeavored to make his escape on a board, but the almost certain probability is that he never reached the shore. No farther trace of the unfortunate young man can be ascertained, but his anxious and afflicted parents, like one of old, almost "refuse to be comforted." Letters and daguerreotypes have come to hand, in the hope he might be identified, but all in vain.

We do hope this may prove a sober and solemn warning to seamen never to trifle with a parent's heart, or recklessly endanger their own lives. This young man, however, did one thing that imparts great comfort to those afflicted parents—he wrote to them. In one letter he spoke of his efforts to instruct his shipmates. What comfort that letter now affords to that almost distracted mother. In a letter dated Aug. 16, she thus refers to the circumstances:

"If you had known that dear boy, you would have an idea of our loss. In one of his letters while on the *Good Return*, he says: 'Mother, I know that you would like to know how I spend my Sabbaths.' He then said there were some of the crew who could not read; that he taught them on the Sabbath, and read his Bible to them. *There was more comfort to me, in these words, than if he had sent home a million of money.*"

When we know that there are hundreds, aye, thousands of mothers, deeply, if not equally anxious, it urges us to do all we can for seamen.

Will you not, sailors, embrace every opportunity to write your anxious parents, brothers, sisters, friends? Go not to sea, without sending off one or more letters. Call at our office, and you shall be supplied with writing materials gratis.

☞ We would call the attention of our readers, and especially our readers among seamen in port, to the notice in another part of our columns of the FAIR, for building a parsonage connected with the Methodist Episcopal Church. Knowing that many seamen have been accustomed to attend churches of this persuasion elsewhere, and have friends connected with it, we hope they will be disposed to lend a "helping hand." It will be a good opportunity to aid a good object. Save your money for the occasion.

"Only One Jewish Farmer in the United States."

Passing along the very busiest street of Honolulu, in the very busiest part of the day, a shopkeeper called our attention to the statement, which he asserted as a fact, upon the authority of the last census of the United States, that out of several hundred thousand (700,000) Jews residing in the United States, *only one was registered as a farmer.* He desired us to account for the fact. Upon the ordinary principles governing the migration and settlement of different nations resorting to the United States, this fact is unaccountable. It has no parallel. It stands forth marked and isolated. Other nations emigrating to America, gradually become absorbed and mingled with the general population, but not so the Jews. Singular fact. Rare exception. How shall it be accounted for? Let us open the Bible, and read the 9th verse of the 9th chapter of the Prophet Amos:

"For, lo, I will command, and I will sift the house of Israel among all nations, like as corn is sifted in a sieve, yet shall not the least grain fall upon the earth."

Here is a pledge or promise of God, that the Jewish people shall not be lost. They are scattered abroad, but not lost or forgotten. They have wandered among all nations, but they do not find a home among the nations. They look to Canaan or Palestine as their home. It would seem that the "Wandering Jew" ever maintained such a position that at any moment he might "pull up" and "start away" for the promised land! In the countries whither he wanders, he does not manifest a desire to become a land-owner and tiller of the soil, because then he would acquire a fixed habitation and permanent dwelling-place. "The present existence of the Jews," an eloquent writer has beautifully remarked, "is perhaps the chief sign of the times in which we live. Their very being is a miracle. Like their bush on Mount Horeb, they have survived amid the flames of incessant persecution. The names of Athenian, Roman, Theban, Spartan, live in the records of the past only; their existence is registered on their tombstones; but the Jew walks every street; speaks and dwells in every capital; transacts the world's business on every exchange. * * * They are reft indeed of their Urim and Thummim, the Mitre, and the Glory, and the Altar, and the overshadowing Cherubim, and the Temple of Jerusalem—their joy—but they themselves remain, distinct and incapable of amalgamation with the tribes and kindred of the earth. Like streams from some fountain whose waters are of strange and characteristic flavor, they have rolled along the successive centuries of time, without blending with contemporaneous or even opposing floods. The Jewish nation is

at this day the most striking seal of the truth of the sacred oracles. There is no accounting for their perpetual isolation on any other principles save those revealed in the Word of God."

Peace be upon Israel. The day of Israel's restoration shall come. "Not the least grain" shall be lost. In the beautiful language of Byron, we add:

"Oh! weep for those that wept by Babel's stream,
Whose shrines are desolate, whose land a dream;
Weep for the Harp of Judah's broken shell;
Mourn—where their God hath dwelt, the godless dwelt.

"And where shall Israel have her bleeding feet?
And when shall Zion's songs again seem sweet?
And Judah's melody once more rejoice
The hearts that leap'd before its heavenly voice?"

"Tribes of the wandering foot and weary breast,
How shall ye flee away and be at rest?
The wild dove hath her rest, the fox his cave,
Mankind their country—Israel but the grave!"

☞ The present time is most favorable for our foreign subscribers, among seamen, to renew their subscriptions for the coming year.

A Sailor's Letter:

ADDRESSED TO HON. Z. PRATT, OF PRATTVILLE,
NEW YORK.

HONOLULU, Oct. 19th, 1857.

COL. Z. PRATT—*My old and time-honored Friend:* The "soldier" and "sailor" again takes the privilege of addressing you, to keep you posted up in the outlines of the whaling business in the Pacific and the Northwest. Whaling in the Northwest is fast running out. For the last eight years, over two hundred ships have yearly visited the Japan, Ochotsk, Kamshatka and Anadir Seas, Bristol Bay, Kodiack and the Arctic Ocean. These four seas embrace the whole Asiatic coast north of Pekin and Jeddo, and the Kamshatka stretches across to the American coast, where are Bristol Bay, the Kodiack, Anadir Sea and the Arctic. A string of islands, called Fox's or the Aleutian Islands, bound the Kamshatka Sea on the south, many of them volcanic, and where the inhabitants live in houses under the ground. Another string of islands, called the Kurile, bound the Ochotsk on the south and east, and some of these, as well as others in the Yellow Sea, are volcanic.

Allowing the average of these two hundred ships for eight years to be 1000 barrels each yearly, it amounts to one million six hundred thousand barrels, (exclusive of the great sperm fleet, principally from Nantucket,) and this, at \$35 per barrel, (oil and bone,) amounts to over fifty millions of dollars. Allowing the whales to average 100 barrels each, it would take 16,000 whales to make the oil. The principal part of the Northwest, or right-whaling fleet, belongs to New Bedford and other whaling ports of New England. New London, Stonington, Mystic, Falmouth, Warren and Newport, each send a few. New London, I believe, sends out in all fifty or sixty. The only other State that I know of with whaleships is New York. Cold Springs, Sag Harbor and Greenport, Long Island, have each a few. The *Emerald*, *Huntsville*, *Sheffield* and *Nile*, from Sag Harbor and Cold Springs, have been out here nearly all the time since I left the States, and have generally, I believe, done pretty well. The *Emerald*, Capt. Hallock, got this season 1350 barrels. The *Huntsville*, Capt. Grant and wife, have been out here three years, and now return to New York.

The American sloop-of-war *St. Mary's*, commanded by Davis; the French ship-of-war *Perseverance*, and the English steamer *Plumper*, (seven months from Portsmouth, by way of Rio,) are here. The *Perseverance* goes to San Francisco. The English steamer to Oregon and Vancouver's Island.

I have had two volumes of the *Friend*, each for thirteen years—from 1844 to 1857—bound, to send home by the *Huntsville*, one for a lady friend in New York, and the other to my brother in Prattville; so that I shall have a complete history of the Sandwich Islands, and most of the islands of the Pacific, since their discovery, as well as of the whaling fleet and other matters of interest, to refer to in after life as a

memento of the many years I have spent this side of land.

Honolulu is growing pretty fast. American whale ships, I should think, were at the bottom of this prosperity, or at least have been; but this will soon run out. Over one hundred merchantmen and men-of-war yearly visit these islands. Honolulu is now styled a city, but in one respect it is an oriental one in appearance necessarily, with an odd admixture of native huts and fine dwellings in close proximity. The *wahines*, or native women, still dress in silks, and adhere to their custom of sitting on a horse the same as the men, and every Saturday afternoon they are seen galloping through the streets, with their long dresses, as stiff and stately as the commanding general and staff of an army.

These islands are under the protection of the English, French and American Governments, but the Americans, whose shipping comprises the principal portion of that engaged in the whaling business, stopping here for recruits of men and the transshipment of oil and bone, appear to have less influence than the English or French. Mr. Severance, when Commissioner here, said that whilst the fleets of England and France had both at different times made hostile demonstrations against this Government, the United States had always respected and upheld the rights of the King. I saw the King and Queen at church. She is good-looking and he has the appearance of a gentleman. He was educated here, but has traveled through England, France and the United States. Judge Pratt, of Michigan, is President Buchanan's new Consul here. He is an elderly, gray-haired, resolute-looking man. The Hon. David L. Gregg, from Illinois, is at present the U. S. Commissioner. He succeeded the Hon. Luther Severance. He delivered an eloquent oration at the 4th of July celebration in 1854, and is said to be both talented and patriotic.

Mr. Damon has had of your tannery (once the largest in the world) in a Boston paper, some years ago. He informs me that the wife of one of the physicians here was formerly a teacher in your family.

There is a College here, and its President is Mr. Edward G. Beckwith, a man of learning, from Massachusetts. He is now in the States on business connected with this institution. The old English and American Consuls, Messrs. Wyllie and Allen, are now in the King's Councils, arguing favorably for the influence which Victoria and the American Government are supposed to have here.

I am sorry to say that the young man I wrote to you about, who had lived at New Zealand, and been through so many varied scenes, Mr. Robert Poulter, of New York, drowned himself last April whilst lying off and on at this port. He was a sociable, fine young man, and good company, but supposed, at times, to have been out of his mind, though I never discerned it. He was plainly enough tired of whaleships, and said so, and resolved not to go north in one. This was his first and last cruise in one. He tied a thirty-pounds lead to himself and secretly let himself down the ship's side at mid day, with all hands on deck, and was missed shortly after. We also lost a native by sickness, coming down from the Northwest. We got about 1800 bbls this season.

I go again on the bark *Sarah Sheaf*, Capt. Loper. He is an old whaleman of some 25 years standing, formerly from Connecticut, but now from near Rochester, New York.

In conclusion, I would say that in all my wanderings, and in every vicissitude of fortune, and in perils or pain, in pleasure or prosperity, I have always kept your example and precepts before me. It shows what energy, industry and perseverance can accomplish. I like to recur back in contemplation to the time when a young man was pursuing his humble occupation, and earning his first dollar as a saddle and harness maker, steadily pursuing and finally rising, by his own industry, from poverty to wealth and honor, stripping the mountains of the rough hemlock, converting forests into smiling cultivated fields, encouraging industry, building up villages, establishing factories, tanneries, and a bank, *at par*, throughout the State, and representing, with honor, the people in the national councils. With such an example before us, the poor sailor or citizen, the farmer or mechanic need not despair of overcoming every obstacle, and attaining wealth and the highest honors in the gift of our country. Accept my humble thanks for your past friendship, kindness and condescension towards one who commenced life with the same poverty and difficulty to surmount as all others who have been the architects of their own fortune.

I am, respectfully, L. H. V.

A Prudent and Thoughtful Sailor.

A sailor who visited Honolulu a few months since, thus writes us from Madison county, N. Y., under date of August 23 :

"I came home in the same ship that I was in at Honolulu, *Young Phoenix*. We did not touch at Oahu, but Lahaina, or I should have called and paid you for the books you gave me. We arrived in New Bedford, April 7th, 1857. I cleared on the voyage \$200, so I concluded to stay at home with my friends, and not go to sea again. You know something of a sailor's heart; so now I will come to the case in hand. I have thanks to offer for a revival of religion in my heart when I was in Honolulu. The love of God, which I had professed, had grown cold, but while attending meetings at the Bethel, it was revived."

It is cheering to learn that there are those among seamen who are steady, saving, and inclined to serious things. Would that the number was greatly increased! If sailors now visiting Honolulu, squander their hard-earned money, associate with the vicious and corrupt, the fault is their own. They have no one to blame but themselves. How pleasant and gratifying it would be to see all seamen prudently saving their money, to take to their friends, or expending it in a manner which would contribute to their happiness and respectability. Sailors, think over this matter!

A Sailor's Hope in Christ.

Some months ago we met a seafaring man who had weathered many storms, cruised in all seas, and tried in various places to obtain happiness, but at last, after many months of reading and reflection, and no help but his Bible and good books, concluded to seek the Lord as his portion, and take Christ's yoke. This man thus writes us from Callao:—

"My dear friend, there are many temptations and trials on board ship, but the Lord holds me up. I shall never be able to thank Him enough for what He has done for me, for I shudder when I look back and see what I have been, and wonder the Lord spared me so long. I would not give up my hope in Christ if I could be the King of England, and have all the world under my control, for what should I be profited to gain the whole world and lose my soul. No! away with all the world, and I will hold fast to my faith in the Lord Jesus Christ, for He is my only hope, my Rock and my Salvation, and in Him will I trust, and Him only do I desire to serve while I live. That is my prayer every day."

Such a calm and settled purpose to adhere to the right way, bespeaks the power of an inward principle, the very same as that sustaining, animating, and cheering the good of all ages. It is the heaven-born principle of faith, the same as sustained a Noah, a Abraham, a Daniel, and a myriad of God's faithful servants. The scoffer may scout, the infidel sneer, the trifler laugh, and the hypocrite deny, but "Wisdom is justified of her children."

Only one Bible on Board.

A sailor writing us an account of the death of a native of the Sandwich Islands, incidentally remarks, that only one Bible was found on shipboard:

"Thursday, Sept., 24.—The sick kanaka died last night, so silent and tranquil whilst I was reading in my bunk, that I was not aware of it until they were carrying him on deck. It was not expected. He did not appear to suffer much pain in his sickness. He was a little sore in his breast and back, and complained of cold just before he died. His cheeks were hollow, and his body emaciated to that of a child's. It was laid on the try works overnight, and this morning committed to the sailor's grave. I read (by request of the Captain) part of a chapter of St. Paul's Epistles on the resurrection of the dead. There was one Bible on the bark, which you gave a boat-steerer last Fall. Mine, which you presented to me two seasons ago, I gave to a young man on the *Lancaster*, supposing that he would require it more than I, and I did not like to ask you for another."

☞ We hope no sailor will leave port without buying or allowing us to give him a Bible.

THE LITTLE FRIEND AND THE GREAT INDEPENDENT.—"The Honolulu *Friend*, a little double-sheet newspaper, about the size of a seven-by-nine pane of glass, but always one of the most welcome of our exchanges, gives an encouraging account of tract distribution in the Sandwich Islands, through the agency of the Hawaiian Tract Society."

☞ We copy the above from a late New York *Independent*, a great double-sheet newspaper, about the size of a seven-by-nine counterpane of cotton, but always one of the most welcome of our exchanges, which gives a discouraging account of tract distribution in the Southern States, through the agency of the American Tract Society.

A PROMISE WELL KEPT.—Forty years ago a mother stood on the green hills of Vermont, holding by the right hand a son sixteen years old, mad with love of the sea. And, as she stood by he gate on a sunny morning, she said: "Edwin, they tell me—for I never saw the ocean—that the great temptation of the seaman's life is drink. Promise me, before you quit your mother's hand, that you will never drink." I gave her the promise, and I went the broad globe over—Calcutta, the Mediterranean, San Francisco, the Cape of Good Hope, the North Pole and the South—I never saw a glass filled with sparkling liquor that my mother's form by the garden, on the green hill side of Vermont, did not rise before me: and to-day, at sixty, my lips are innocent of the taste of liquor."

If the young man commencing a seafaring life could be induced to make and keep such a promise, how confidently he might look forward to advancement, promotion, success and wealth. We would especially commend a consideration of this matter, to several young men now in the port of Honolulu, and making their first voyage. Young men, com-

mence right. Take a right stand. Touch not, taste not, the intoxicating bowl! Success in life depends upon it. Look around, and behold the many wrecks lying scattered along the reefs of intemperance and upon the shoals of drunkenness! There are scamen now in the port of Honolulu, before the mast, and there they must remain, but for the degrading, debasing, ruining and destroying vice of intemperance. Beware, young man, of the first step in the road to ruin, infamy and shame.

KINDNESS REMEMBERED.—It has never been our privilege to meet more than one of the English Missionaries scattered throughout "the Isles of the South," but we would most cordially thank them, one and all, for their oft-repeated acts of kindness to American seamen and voyagers. The names of Royle, Buzecott, Thompson, and others, are familiar names in our hearing. Many a sailor and passenger to and from the United States, has had his heart cheered and refreshed, and the monotony of a long and tedious voyage relieved, by the kindness of these Mission families. The remembrance of one of these incidents is thus referred to, in the following extract, copied from a letter dated off Cape Horn, February 10, 1857, but which has just come to hand. It was written by a passenger on board the ship *Lewis*.

"We stopped at Aitutaki to recruit, where I made the acquaintance of Mr. Royle and family, and spent a most agreeable day. On leaving, Mrs. Royle made me a present of a bag of *pia* (arrow-root) and a basket of flowers. To the Captain she gave a pitcher of milk. We laid in lots of bananas, pineapples, oranges, pumpkins, &c., and went on our way rejoicing. I was much pleased with the appearance of the houses on the island, built of coral, and whitewashed inside and outside. They look substantial and comfortable."

E. VAN H—.

ASSASSINATION OF A BRITISH MINISTER.—The Callao correspondent of the *Panama Star and Herald*, under date of August 12, gives the following particulars:

"News has just been sent from Lima that Mr. Sullivan, the British Minister, was assassinated by six Peruvians. It is supposed that he was murdered for the British interference in the matter of the *Tumbes* and *Loa*. The *Vicer* has gone to Paita in search of Admiral Bruce.

"I have just received the particulars of the affair: Mr. Sullivan was dining alone, when six men, masked, entered and fired three shots, one of which is fatal, having entered the groin and passed up into the lungs. After the deed was done one of them exclaimed, 'I am now satisfied.' The steamers *Ucalya* and *Tumbes* are going south to bring back Gen. Castilla, and probably some troops."

☞ Better to be upright with poverty than wicked with plenty.

COLLISION OF SHIPS.

At the present time when collisions of ships are so frequent and attended with such fatal results, it may be useful to state succinctly the law or regulations of the Courts in respect to this class of disasters. They are given at great length in Hunt's *Merchant's Magazine*, vol. ix, pp 543-558. We give a brief abstract of these regulations, containing the most important points.

RULES FOR PREVENTING COLLISIONS.—There are certain rules of navigation which have been adopted by the courts of different nations as positive law, to govern cases litigated before them :—

First. The vessel that has the wind free, must get out of the way of the vessel that is close hauled.

Second. The vessel on the starboard tack has a right to keep her wind, and the vessel on the larboard tack is bound to bear up or heave about, to avoid danger, or be answerable for the consequences.

Third. The vessel to the windward is to keep away when both vessels are going the same course in a narrow channel, and there is a danger of running foul of each other.

Fourth. A steamboat is generally deemed as always sailing with a free and fair wind, and therefore is bound to do whatever a common vessel going free or with a fair wind, would, under similar circumstances, be required to do in relation to any other vessel which it meets in the course of its navigation. Steamboats receive their impetus from steam, and not from sails, and are capable of being kept under better command, and ought always to give way in favor of vessels using sails only, all other circumstances being equal.

Fifth. The master of a vessel, entering a port or river where other vessels are lying at anchor, is bound to make use of all proper checks to stop the headway of his vessel, in order to prevent accidents; and if, from want of such precautions, a loss ensue, he and his owners are responsible.

Sixth. So it is held, that if two vessels or ships of unequal size, are in the same stream, the lesser must give way to the greater.

Seventh. So a ship clearing out of a harbor must make way for another vessel that enters.

Eighth. Where two ships are clearing out of a harbor, the hindmost ship must have care to the one putting out before her. The question in all cases of collision is, whether proper measures of precaution are taken by the vessel which has unfortunately run down the other. This is a question partly of nautical usage, and partly of nautical skill. If all the usual and customary precautions are taken, then it is treated as an accident, and the vessel is exonerated; if otherwise, then the offending vessel and its owners are deemed responsible. Indeed, all rules are held subordinate to the rule prescribed by common sense; which is, that every vessel shall keep clear of every other vessel, when she has the power to do so, notwithstanding such other vessel may have taken a course not conformable to established usages. A case can scarcely be imagined in which it would be justifiable to persist in a course after it had become evident that collision would ensue, if, by changing such course without injury the col-

lision could be avoided; and where vessels are sailing on the wind and approaching each other, and the vessel is so far to windward on the larboard tack, that if both keep their course, the other will strike her on the lee side abaft the beam or near the stern, in such a case the vessel on the starboard tack, contrary to the rule laid down above in the second division of this subject, must give way, because she can do it with greater facility and less loss of time and distance.

KEEPING WATCH, SIGNALS, LIGHTS.—Most maritime nations consider it negligence, on the part of masters, not to keep watch on board their vessels. In the night-time this is absolutely necessary for the safety of the vessel; and where there is negligence in this particular, the vessel will be held to blame in cases of collision.

In channels, or narrow seas, the practice of ringing bells in foggy weather ought to prevail, and the general injunction to keep a good look out is insufficient.

The master of a Hamburg ship, in the night time, in foggy weather, passing the Cattegat, observed a sailor on board who did not belong to the crew. "From whence came you?" was the question, in amazement. The answer was, "From a Dutch brig, which you have just run down. I was on the yards at the time, and jumped on board." The collision was not observed until the sailor gave the astonished captain the information.

By the Spanish law, every ship or vessel above the burden of sixty tons, shall have a light in the lantern of the ship at night, as well at sea as in the roads, under a penalty. The want of a lantern in narrow seas and ports has always been looked upon as an omission and neglect, not entitling the party to redress if injured. The supreme court of Holland have so decided; and this appears to be the law in other European countries, as well as in the United States of America. By the laws of the state of New York, any steamboat that is navigating any waters in in the night time, within the jurisdiction of the state, shall have, and carry, and show, two good and sufficient lights, one of which shall be exposed near her bows, the other near her stern, and the lights shall be raised at least twenty feet above her decks; and every master who shall violate this law is held liable to forfeit the sum of \$250 for each and every offence, to be sued for in the name of the people; and in case the penalty cannot be collected of the master, the owners are jointly and severally liable to pay the penalties, as sureties of such master; and the owners are declared by statute to be responsible for the good conduct of the masters employed by them; and the term "master" is declared to apply to every person having, for the time being the charge, control and directions of any steamboat or other vessel comprised within the provisions of the statute.

And when steamboats meet each other within the jurisdiction of the state, each boat shall go towards that side of the river, or take that which is to the starboard or right side, so as to enable the boats meeting to pass each other in safety; and while the boats on the Hudson river, or Lake Champlain, are at anchor, they are bound, in the night time, to lower their peak, to have a sufficient light

shown in some part of the rigging, at least twenty feet above the deck, and from the taffrail of the boat, under a penalty of \$50, to be collected of the master, in the first instance, and in case he is unable to pay it, then the owners are held to pay the same.

By the same statute, it is enacted that when a steamboat is going the same direction with another steamboat, the steamboat behind shall not approach to pass the head steamboat within the distance of twenty yards, nor can the steamboat ahead be navigated so as to unnecessarily come within twenty yards of the steamboat following it. A copy of the statute is to be posted up in a conspicuous place in every steamboat navigating the waters of the state, for the inspection of all persons on board thereof.

DAMAGES IN CASES OF COLLISION.—Damages in cases of collision of ships, or in running foul, may be reduced to three classes:

First. By design.

Second. By negligence.

Third. By accident, and this is called a peril of the sea. All known maritime laws compel the wrong-doer to make reparation in the two first cases.

A merchant ship that is run down by a public armed vessel in the service of the government, will have in equity a claim to the same indemnity and contributions for the loss, as where the accidents happened by collision by and between merchant vessels; yet we know of no case where the ship of war has been arrested by a suit in admiralty, to obtain satisfaction for the damage.

The maritime jurisdiction of the United States, is confined to the waters within the ebb and flow of the tide; consequently, vessels navigating fresh water rivers and lakes are not within the cognizance of admiralty jurisdiction. In the state of New York, cases of collision upon the internal waters of the state, are brought within the practice of arresting the offending vessel by the statute.

☞ A cubic mile of water is a short and simple phrase, easily written and quickly spoken, but the difficulty is for any human mind to form an adequate idea of it. Suppose a man dip from one vessel to another a gallon at a time—he could not, under the most favorable circumstances, average more than a gallon in two seconds, or thirty gallons per minute; now, if he should work at this rate night and day without the slightest intermission, it would require more than seventy thousand years to dip out the number of gallons contained in a cubic mile.

PORPOISE SKIN FOR BOOTS.—At a recent industrial exhibition of one of the London Societies, among other novelties, was some curried leather from the skin of the white porpoise. It seems to possess the essential requisites of toughness and softness, and has been considered superior to the skins of land animals; the price is the same as that of the best calf-skin, but a sample pair of boots is stated to have worn out several soles.

LYING.—In Siam the penalty for lying is to have the mouth sewed up. Suppose such a law were in force here, what a number of mutes we should have.

MARINE JOURNAL.

PORT OF HONOLULU, H. I.

ARRIVALS.

- Sept. 24—Am wh ship Yankee, Smith, 15 days from San Francisco, with mdse. and passengers to C. A. Williams & Co.
- 27—Am wh ship Tamerlane, Winslow, fm Lahaina, anchored in the roads.
- 23—Haw sch Pheil, Fish, fm Bhering Sea Aug. 15. 150 wh, (blubber in casks) 3000 bone.
- 23—Br sch Recovery, Mitchell, 29 days fm Fort Victoria, with lumber and salmon to Hudson's Bay Company.
- 23—Am brig Agate, Comstock, from Bristol Bay, 260 wh, 6000 bone.
- 30—Sch Favorite, fm Kahului.
- 30—Br bark Faith, Gates, of Hobartson, 18 days fm Cape St Lucas, Lower California.
- Oct. 2—Am whaleship Tybee, Freeman, from Bristol Bay, 420 wh, 3500 bone, season.
- 2—Am clipper ship John Gilpin, Ropes, 116 days from Boston, with mdse to C Brewer 24.
- 4—Am whaleship Good Return, Wing, from Lahaina.
- 4—Am whale bark United States, Wood, of Honolulu, 830 wh, 50 sp.
- 5—Am clipper ship Fortuna, Scudder, 135 days from Boston.
- 5—Am whale bark South America, Walker, 1100 wh, 16,000 bone, season.
- 6—Am wh ship Japan, Diman, from Lahaina.
- 6—Am wh ship General Williams, Miller, 160 sp, 3000 wh, voyage; 600 wh, 6000 bone, on board; 600 wh, 6000 bone, season.
- 7—Am wh bark Mercury, Hayden, 150 sperm.
- 7—Am wh bark Sarah Sheaf, Loper, fm Bristol Bay, 860 wh, 6000 bone.
- 7—Br merchant ship Hamilton, Farr, 28 days fm Puget's Sound, for Hong Kong, and sailed next day.
- 8—Am clipper ship Hound, Stevens, fm Lahaina.
- 14—H. I. M. frigate Perseverant, 60 guns, Rear Admiral Sugeol, from Tahiti via Hilo.
- 14—Am wh ship Addison, Lawrence, fm Bristol Bay, 1000 wh, 10,000 bone.
- 15—Am wh ship Rainbow, Halsey, fm Kamschatka, 700 wh, 6000 bone.
- 16—Am wh ship John Howland, Taylor, from Kodiack, 900 wh, 9000 bone.
- 16—H. B. M.'s screw sloop Plumper, 10 guns, Richards, 37 days from Valparaiso.
- 16—Am wh ship Florida, Fish, fm Kodiack, 700 wh, 7000 bone.
- 18—Am wh ship Arctic, Beedman, from Bristol Bay.
- 18—Am wh ship Saratoga, Stocum, fm do do.
- 18—Wh ship Caroline, Gifford, fm Hilo, and Young Hero, Long, from Lahaina, arrived off the port, and sailed again for southern cruises.
- 19—Am wh ship Emerald, Halleck, from Bristol Bay and Kodiack.
- 21—Am bark Fanny Major, Lawton, 18 days from San Francisco.
- 21—Am wh ship Silver Cloud, Coggeshall, 450 wh, 5000 bone.
- 21—Am bark Messenger Bird, Homer, 37 days from Hakodadi, Japan, in ballast.
- 21—Am wh ship Janet, West, fm Ochotsk, 400 bbls.
- 21—H. B. M.'s paddle steamer Vixen, Mencham, 19 days from Marquesa Islands.
- 22—Am wh ship Benj. Tucker, Barber, from Kodiack and Bristol Bay, via Lahaina, 750 bbls wh 6000 bone.
- 22—Am wh sh Jas Maury, Curry, fm Kodiack 500 wh.
- 22—Brig Hero, from Christmas Is with cargo of lumber.
- 23—Am wh bark Baltic, Bronson, 800 wh.
- 23—Haw wh bark Cynthia, Scofield, — wh.
- 23—Am wh ship Neptune, Comstock, — wh.
- 23—Bremen brig Oahu, Molde, — wh.

DEPARTURES.

- Sept. 28—Sch Flying Dart, Freeman, for ports in the Pacific.
- 28—Am wh bark J. D. Thompson, Waterman, to cruise and home, via Kawaihae.
- 28—Am sch San Diego, Crafton, for Petropolaski.
- 30—Am wh sh Tamerlane, Winslow, for New Zealand.
- Oct. 14—Brig Agate, Comstock, for Coast California.
- 20—Am wh ship Good Return, Wing, for southern cruise.

MEMORANDA.

[From the Marine Report of the P. C. Advertiser.]

Capt. Fish, of Sch Pheil, reports having seen brig Oahu Aug. 8, with 600 barrels this season. Heard of three ships passing Bhering Straits early in the season, one of which was the bark Columbus, Ward. Heard of ship Japan, Dimond, left Kodiack in July with 700 barrels, and reports whales scarce. Aug. 18, saw a bark in the Bhering Sea standing N.W. The weather, during the season, has been fine, with comparatively little ice, and ships generally have done well, so far as I have learned.

Capt. Mitchell, of schooner Recovery, reports H. B. M. frigate Satellite, and steamer Otter, at Vancouver's Island. Also, passed U. S. steamship Constitution, making her first trip with the United States mail to Puget Sound.

The following whaling vessels have sailed from New Bedford for the North Pacific:—July 21, ship Junior, Mellen; Young Phoenix, Shockey; bark Morning Star, Norton; 25th, Majestic, Macomber. Aug. 3d, Erie, of F. H. Jernegan; 4th, Fabius, Smith.

The British bark Faith took a load of coals to Mansanilla, and after discharging, proceeded to Cape St Lucas, whence she sailed for this port in ballast, for repairs. Left no vessels at St Lucas, and spoke nothing on the passage.

DEAR SIR:—Enclosed, I hand you a report of the doings of the Right Whale Fleet in Bristol Bay, and elsewhere. These ships marked x were spoken by the Agate, and their reports are probably correct—the remainder I picked up here and there, and

cannot tell how correct they may be. I trust they will answer your purpose and help to fill out your valuable shipping list.

Yours respectfully,
A. M. GODDARD.

THE "AGATE'S" REPORT OF WHALERS.

Arctic, Aug 27, off St. Paul's, 6 whales; Benjamin Tucker, in July, on Kodiack, 2 do; Braganza, do, off St. Paul's, 3 do; Brooklyn, Aug 20, do, 6 do; Baltic x, 25th, do, 4 do; Benjamin Morgan, 15th, do, 3 do; Ben. Rush, do, do, no report; Black Warrior, July 1, on Kodiack, 3 whales; Columbus x, Aug 27, off St. Paul's, 400 wh, 100 sp, all told; Charles Carroll, 20th, do, 1000 wh; Cleone, no date, on Kodiack, 1000 wh; Caulaincourt (Fr) x, Aug 27, off St. Paul's, 1000 wh; Draper x, July 27, do, clean; Dartmouth, in June, in Bristol Bay, 2 whales; Emerald x, Aug 15, do, 1000 wh; Elizabeth x, 10th, off St. Paul's, 1 whale; Florida x, 27th, do, 700 wh; Gen. Teste (Fr) x, 25th, do 350 wh, season; Good Return, no date, on Kodiack, 1400 wh; General Williams, in July, do, 2 whales; Gray Head, August 20, Bristol Bay, 500 bbls, and after took 2 whales; Indian Chief, in July, do, 2 whales; Isabella x, Aug 28, do, 3 do; Julian, July 28, do, 5 do; Japan, in July, do, gone north, 700 wh; John Coggeshall, Aug 30, off St. Paul's, 3 whales; James Maury x, 6th, Bristol Bay, 3 whales, 600 wh, on New Zealand; John & Elizabeth, in July, Kodiack, 2 whales; Navigator, do, Bristol Bay, 2 do; Napoleon 3d, 15th, do, 3 do; Nil, 27th, St Pauls, 2 do; Newburyport, middle August, do, 4 do; Onward, August 15, do, 3 do; Neptune, in July, Kodiack, 500 wh; Nassau, 16th June, Bhering Straits, clean; Ocean Wave, in July, Kodiack, 2 whales; Oahu x, July 18, Bhering Straits, 400 wh; Prudent, 28th, Bristol Bay, 500 wh, 90 sp; Triton 2d x, Aug 27, do, 700 wh; Silver Cloud x, 27th, St Paul's, 3 whales; Sarah Sheaf x, 15th, do, 5 do; Tahmaroo x, 15th, do, 5 do; Tybee x, 15th, do, 2 whales; Saratoga, no date, Kodiack, 3 do; Victoria x, July 17, Bhering Sea, wanting 2 whales to fill.

It was reported that ship Gray Head had lost 1st officer; also that French ship Caulaincourt had lost 2d officer, and French ship Nil had lost a boat-sterner, and one man.

The season in Bristol Bay up to the last of Aug, had been a very poor one, whales scarce, and fog very plenty. Most of the oil by the above ships was taken on Kodiack early in the season.

The following ships have sailed from New Bedford since the date of our last report, for the North Pacific Ocean:—August 4, William Thompson, Childs; Washington, Pennington; 11th, Gideon Howland, Williams; Robert Morrison, Tilton; 17th, Jas. Arnold, Sullivan; Gazelle, Baker.

Capt. Wing, of the Good Return, at Lahaina, from Kamschatka, sends us a report of vessels heard from and spoken by him, from which we collect the following later intelligence:

"On Kodiack, July 16, John & Elizabeth, 3 wh; 22d, Con-Teste, 1 wh. In Kamschatka Sea, August 18, Cleone, 900 bbls; 12th, Braganza, 2 wh; 15th, Draper, 1 wh; 22d, James Maury, 4 wh; Benj Tucker, 5 wh; Onward, 3 wh; Saratoga, 2 wh; Julian, 7 wh; 25th, Dartmouth, 4 wh; Olympia, 1 wh; Navigator, 3 wh; 27th, Tahmaroo, 5 wh; 28th, John Howland, 7 wh; Sarah Sheaf, 750 bbls; Prudent, 8 wh, Emerald, 9 wh; 27th, Rainbow, 7 wh; 28th; Chas. Carroll, (Parsons,) 900 bbls; Sept. 17th, bark Islander, clean, bound to the coast of California. Spoke, Sept. 17, lat. 34 N., long. 152 15 W., Br. merchant ship Sebastopol, of Cork, bound to San Francisco."

Clipper ship John Gilpin reports having spoken, August 21, lat. 63 03 S., long. 75 37 W., clipper ship Talisman, bound to San Francisco; lat. 36 17 S., long. 81 11 W., Am. ship Regulus, for New York. Off coast of Chili, exchanged signals with an Eng. bark from Swansea, for Paika. Had heavy weather up to the Horn, and since passing Diego Ramirez, pleasant weather and favorable winds.

The Br. brigantine Recovery will be have down and thoroughly overhauled at Robinson & Co's wharf.

It is reported that Mr. Joseph Smith, 1st officer of the whaling ship Black Eagle, was lost overboard, three days after leaving Hongkong for the North.

Capt. Freeman, of the Tybee, furnishes us with the following report of ships spoken and heard from in Bristol Bay:—Aug. 7, Draper, clean; 16th, Onward, 3 whales; 24th, Charles Carroll, Parsons, 800 bbls; 5th, Huntsville, 700 do; Emerald, 900 do; 15th, Japan, 700 do; 30th, Newburyport, 4 whales; Silver Cloud, 2 whales. Sept 6, Tahmaroo, 450 bbls; 10th, bark Isabella, 200 do. A season of bad weather in Bristol Bay, and very few whales.

Capt. Miller, of the Gen. Williams, reports under date of August 25, Rainbow, Halsey, 5 whales; Saratoga, 5 whales.

REPORT OF SHIP "LEXINGTON."

- June 25—Brig Leverett, San Francisco, 2 whales; Ship Jereh Perry, New Bedford, clean; Bark Massachusetts, " 500 bbls
- July 1—Bark Gen. Scott, Fairhaven; 3 wh;
- 12—Ship California, NB, 7 wh;
- Ship Empire, NB, 2 wh;
- Ship Barth. Gosnold, NB, 2w;
- 25—Ship Three Brothers, Nantucket, 3 wh;
- Ship Cambria, NB, 3 wh;
- Ship Magnolia, NB, 2 wh;
- Ship Waverly, NB, 500 bbls;
- Aug. 25—Ship India, NL, 2300 bbls;
- Ship Charles Phelps, NL, 2200 bbls;
- Ship South Seaman, NB, 7 wh;
- Ship Ontario, NB, 16 wh;
- Ship Frances Henrietta, NB, 6 wh;
- Ship China, NB, 7 wh;
- Ship Kutusoff, NB, 500 bbls;
- Ship Syren Queen, FHI, 500 bbls;
- Ship Thomas Dickson, 6 wh;
- Sept 1—Ship Vineyard, Ed, 900 bbls;
- Ship Harmony, Hon, 1000 bbls;
- Ship Barnstable, 14 wh;
- Ship Bowditch, 10 wh;
- Ship Rapid, 2 wh;
- Ship Chas W Morgan, N B, 500 season;
- Ship Cicero, N B, 120 season;
- Ship Minerva, N B, 100 season;
- Ship Mary of E, Ed, 6 whales;
- Ship Champion, Ed, 6 whales;
- Ship Callao, N B, 500 bbls;
- Bark Fanny, NB, 500 bbls;
- Ship Brutus, Warren, 800 bbls;
- Ship Josephine, NB, 1800 bbls;
- Ship Lyoda, NB, 400 bbls;
- Ship Massachusetts, Nant, 500 bbls;

Ship Danl Woods, NB, 500 bbls;

Ship Condon, NB, 500 bbls;

Ship Cor. Howland, NB, 3 wh;

Ship Sheffield, NB, 800 bbls;

Ship Gov. Troup, NB, 600 bbls;

Ship Hobomok, NB, 3 wh;

Ship King Fisher, NB, 1000 bbls;

Hilo, October 5, 1857.

SIR:—I have to advise the arrival at this port yesterday of the ship Caroline, of New Bedford, Gifford, master, from the Ochotsk Sea. His catch for the season is 150 bbls. whale and 75 sperm, taken a few days ago. Whole amount taken the voyage, 300 whale, 350 sperm, and 3000 lbs. bone. Capt. Gifford has spoken but few ships since July. Reports heavy fogs and much ice, and thinks, from what he has heard, that the average of the Ochotsk fleet may be about 600 bbls. Also reports loss of bark Newton, Sherman, in the ice; crew all saved.

Hilo, October 5, 1857.

SIR:—Since my respects of the 5th inst., I have to advise the following arrivals at this port, viz: On the 6th, H. I. Majesty's 60-gun frigate Perseverant, Rear Admiral G. Sugeol, 15 days from Tahiti. Also, on the 6th, ship Rambler, Willis, of New Bedford, with 800 bbls. wh. oil, from the Arctic Ocean. Reports plenty of whales, but was forced to leave the ground on Sept. 8, in consequence of bad weather setting in. Reports the Ocean Wave, from the same ground, 800 bbls, coming to this port. Oct. 7, arrived bark Newburyport, of Stonington, Capt. Crandall, from Bristol Bay, 400 bbls. oil and 3000 lbs. bone, (has just put his 2d mate, Mr. Studley, in the hospital, he having been very sick all the season.) Capt. Crandall has seen no ships lately.

Hilo, Oct. 7, P. M.—Since sending you my report to-day, the bark reported as probably being Ocean Wave or Silver Cloud, has come to an anchor, and proves to be the Warrent, Captain Swain, from Ochotsk, with 1000 bbls. wh. oil and 16,000 lbs. bone.

Yours, &c., B. PITMAN.

WHALERS AT PAPEETE, TAHITI.

June 30—Zone, Fish, of Fair Haven, last from Rorotonga, 800 sperm voyage, 800 sp on board, 450 sp, season.

July 18—Monticello, Baker, of Nant., put back leaking, 1200 sp, voyage, 1200 sp on board, 250 sp, season.

August 25—Morning Light, Norton, of New Bedford, last from Atacames, 150 sp, 630 wh, voyage, 380 wh on board, 380 wh, 1870 lbs bone, season.

Capt. Fish, of bark Zone, Tahiti, June 30, reports as follows. Edward Cary, Winslow, of Nantucket, spoken at sea, lat. 25 S., long. 174 30 W., last from New Zealand, June 5, with 1100 sp, voyage, 150 sp, season; Two Brothers, Childs, of New Bedford, same lat. and long., do do, June 17, 300 sp, 300 wh, voyage; Alpha, Caswell, of Nantucket, same do do, June 17, 650 sp, voyage, 650 on board.

PAPEETE, Tahiti, September 8th, 1857.

WHALER AT ROROTONGA.

June 21—E. Corning, Roach, of N. B., last from New Zealand, 500 sp, voyage.

Capt. West, of the Janet, reports:—Aug. 1, bark Cynthia, Scofield, 3 whales; 2d officer, and some of the crew had left the vessel, and she had but 10 or 12 working men; Sept. 9, brig Hawaii, Rahe, 25 barrels; Aug. 30, Roman, 800 or 900 bbls; Sept. 9, Kingfisher, 1300 do; do. bark Harmony, 1300 or 1400 do; do. Philip 1st, Sisson, 1300 do. Via Lahaina, we hear from bark Alice, Penny, 900 bbls.

Bark Italy, Babcock, had taken 6 whales, and 1400 bbls from the wreck of the Natchez, and sailed for Honolulu.

Cap't Barber of the Benj. Tucker, reports spoken June 29, ship Cincinnati, of Stonington, 2 whales; Sept 12, Baltic, 600 bbls.

Sailed from New Bedford for the North Pacific Ocean, Aug. 18, 1857, bark Harvest, of Fair Haven, Capt. Clarry; Aug. 20, ship Scotland, Capt. Joshua Weeks, junr.; Aug. 24, ship Roman 2d, Capt. Abraham Dehart; Sept. 3, ship George & Susan, Capt. Robert Jones; advertised to leave for the same destination, Sept. 20, ship Rosetta, Capt. Paul Greene; Oct. 1, ship George Howland, Capt. G. P. Fowrey.

In the Panama Star and Herald of Sept. 16, we notice the arrival at Punta Arenas, Aug. 15, of the schooner E. L. Frost, Austin, and again her departure to cruise on the 22d, but no report of her oil is given.

At Port Townsend, Washington Territory, Aug. 26, ship Eli Whitney, loading for Sydney, will probably touch at Honolulu. Also, bark Jenny Ford, Sargent, loading for Honolulu. At Port Ludlow, brig Advance, loading for Honolulu.

Spoken about the middle of June, off Bonin Island, by ship Henry Taber, the ship Ocean Rover, Vealer, of Nantucket, 1350 sperm.

Bark Messenger Bird sailed from Hakodadi Sept. 14, in company with bark Bhering, fm Honolulu bound to Petropolaski.

Capt. West, of the Janet, reports that Mr. John Cannon, 1st officer of the Hawaii, with his boat's crew were stove by a whale, and all drowned.

VESSELS IN PORT, OCT. 22.

U. S. S. St. Marys, Davis.

H. B. M.'s steamship Vixen, Mencham.

Am clipper ship Hound, Stevens, loading oil.

H. B. M.'s steamship Plumper, Richards.

Am clipper ship John Land, Bears, loading oil.

Am ship Harriet and Jessie, Janvrin, loading oil.

British bark Gambia.

Ship John Marshall, Pendleton, in ordinary.

Br brig Recovery, Mitchell.

Br bark Faith, Gates.

Am clipper ship John Gilpin, Ropes, loading oil.

Am clipper ship Fortuna, Scudder.

Am bark Fanny Major, Lawton.

Am bark Messenger Bird, Homer.

WHALERS.

| | |
|--------------------------------|---------------------------|
| Ship Ville de Rennes, Guedoit. | Ship Janet, West. |
| Huntsville, Grant. | Bark United States, Wood. |
| Gen Williams, Miller. | South America, Walker. |
| Florida, Fish. | Tybee, Freeman. |
| Saratoga, Stocum. | Mercury, Hayden. |
| Arctic, Beedman. | Sarah Sheaf, Loper. |
| Emerald, Halleck. | Silver Cloud, Coggeshall. |
| Addison, Lawrence. | Sch Pheil, Fish. |

PASSENGERS.

From CAPE ST. LUCAS—per bark Faith—A Belknap, A Foug.
From BOSTON—per John Gilpin—Mrs Skinner, J H Sleeper,
P C Jones.
For SAN FRANCISCO—per Yankee, Oct 6—Miss Hanford, M.
Bininger, J O Flaherty, Mr Wilder, J Derbofen, C Derbofen,
Ward E Park, Silas Smith, Wm King, S E Johnson, S B Thurst-
on, John Dolveare, A Belknap, M M Russell, Mr Fourgeand,
F G Snell, F G Sow, J E Chapman—21.
From SAN FRANCISCO—per Fanny Major, Oct 21—Mrs Eliza
H. Edwards, Miss Anna Stott, John Chestnut, David H Ellis,
A J Miner, Charles B Wilder, Joseph Emanuels, Jos. Solomon,
Utal, Achuck, Ahal.

PORT OF LAHAINA.

ARRIVALS.

Sept. 23—Am clipper ship Mary L. Sutton, Sisson, 10 days from
San Francisco.
25—Am whale ship Young Hero. Long, of Nantucket, 23
months out, last from Japan Sea, 90 bbls sp, sea-
son; 300, voyage.
Oct. 1—Am clipper ship Hound, Stevens, 15 days fm San Fran-
cisco.
2—Am wh ship Good Return, Wing, 1700 wh, 10,000 bone,
season; 3100 wh, 30,000 bone, voyage.
3—Navigator, Fish, 600 wh, 7000 bone, season.
3—Japan, Dimon, 1600 wh, 14,000 bone, season.
5—Am wh ship Lexington, Fisher, 12 mos. out, 90 sp, 120
wh, 800 bone.
6—Am. wh. ship Gay Head, Lowen, from Bristol Bay, 800
wh., season.
6—Am. wh. ship Tahmaroo, Robinson, Bristol Bay, 700
wh., season.
7—Am. wh. bark Cleone, Simmons, 1100 wh.
7—Am. wh. ship Onward, Norton, 400 wh.
7—Am. wh. bark Isabella, Lyon, 350 wh.
8—Draper, Sanford, fm Kodlack, 200 wh, 2000 bone.
9—Emily Morgan, Chase, fm Japan, 100 sperm.
13—Caulaincourt, Labaste, 20 sp, 1380 wh, 14000 bone.
16—Gen. D'Hautpool, Darmandaris, 25-sp, 1225 wh, 12000
bone.
16—Gen. Teate, Cemerica, fm Kod., 100 sp, 700 wh, 7000
bone.
19—Napoleon III., Morell, 1100 wh, 7000 bone.
19—Sav Breze, Jones, 600 sp, 50 wh.
19—Newburyport, Crandall, 400 wh, 3000 bone.
19—Ocean Wave, Baker, 600 wh, 6000 bone.

DEPARTURES.

Sept. 26—Am wh ship Tamerlane, Winslow, for New Zealand.
Oct. 17—Young Hero, Long, for New Zealand.
19—Lexington, Fisher, for "
19—Isabella, Lyons, for "

MEMORANDA.

Capt. Long, of the *Young Hero*, at Lahaina, reports:—Spo-
ken July 25, bark Sea Breeze, Jones, 500 sp, who reports bark
Apphia Maria, 2 whales this season; ship Ocean Rover, at
Honu Islands, July 10, 4 whales; Aug. 17, bark Vigilant, Mc-
Cleave, 1 whale this season; bark Florence, Champlin, 200 bbls
on board. Capt. Champlin reports ships, Norman, 1 whale this
season; Emily Morgan, 1 whale do; Henry Taber, 1 whale do;
bark Islander, Starbuck, nothing; Columbia, Folger, 1 whale
season; Mercury, Hayden, had picked up one dead whale. The
Young Hero will probably refit for a right whaling cruise.

PASSENGERS.

From SAN FRANCISCO—Per Mary L Sutton, at Lahaina—Dr
White, lady and child, D C Bigelow, lady and child, Mr Fuller,
Wm Pike, W S Thornton, Jos Mitchell, Dr J R Dow, Henry
Dickenson, Mrs Capt J S Henry.

MARRIED.

In this city, on the evening of the 29th inst., by the Rev.
Lorin Andrews, Mr. S. G. WILDER, of San Francisco, to Miss
LIZZIE KINCA, eldest daughter of Dr. G. P. Judd.
In Honolulu, Oct. 21, by Rev. S. C. Damon, Mr. HENRY RED-
WOOD, of Attleborough, Mass., and 4th officer of *Sarah Sheaf*,
to Miss JULIA ANN LEE, of Honolulu.

DIED

Mr. JOHN ALEXANDER DUPONG, a Frenchman, and a native of
Proland, Seychelle Islands, and 4th mate of bark *Wavelet*, of
New Bedford, was lost overboard, at sea, on the morning of the
7th May last, in lat. 37° 47' N., long. 155° 30' E. The circum-
stances attending the melancholy event were as follows:
At the time the accident occurred, the ship was running free
before a heavy gale, when it was found necessary to take in the
bow boat in order to save her; in doing which, and while Mr.
Dupong was in the boat, the forward crane gave way, precipi-
tating him headlong into the sea. The cry of "man overboard"
rang through the ship—the yards were immediately laid aback
—a life-buoy, and other buoyant articles were thrown overboard
—a boat lowered (although at the imminent risk of being imme-
diately swamped), and every possible exertion made to save the
drowning man, but ere a boat could reach the spot, he sank to
rise no more. W. TRAY.

On board *General Williams*, of New London, April 12, 1857,
JIMMY BISHOP, formerly a resident on the Sandwich Islands.
On board same ship, May 20, JACK TAHITI, a Society Island
native. Belonging to the same ship, GROSSE NICOLA, of Cape
de Verde, was killed by a whale, July 1st.

At P. S. Hospital, Honolulu, Oct. 11, Mr. JEREMIAH BAGLEY,
of Belfast, Maine, where his family now resides.
At U. S. Hospital, in Honolulu, Oct. 4, JOSE ANTONIO, a sea-
man belonging to ship *South America*.

PLACES OF WORSHIP.

SEAMEN'S BETHEL—Rev. S. C. Damon Chaplain—King
street, near the Sailors' Home. Preaching on Sundays at
11 A. M. and 7½ P. M. Seats free. Sabbath School after
the morning services.
FORT STREET CHURCH—Corner of Fort and Beretania sts.,
—Rev. J. D. Strong, Pastor. Preaching on Sundays at 11
A. M. and 7½ P. M. Sabbath School meets at 10 A. M.
METHODIST CHURCH—Nuuanu avenue, corner of Tutui
street—Rev. Wm. S. Turner, Pastor. Preaching every
Sunday at 11 A. M. and 7½ P. M. Seats free. Sabbath
School meets at 10 A. M.
KING'S CHAPEL—King street, above the Palace—Rev. E. W.
Clark Pastor. Services, in Hawaiian every Sunday at
9½ A. M. and 3 P. M.
CATHOLIC CHURCH—Fort street, near Beretania—under the
charge of Rt. Rev. Bishop Maigret, assisted by Abbe
Modeste. Services every Sunday at 10 A. M. and 2 P. M.
SMITH'S CHURCH—Beretania street, near Nuuanu street—
Rev. Lowell Smith Pastor. Services, in Hawaiian, every
Sunday at 10 A. M. and 2½ P. M.

NEW BEDFORD OIL MARKET.—Aug. 31.

SPERM—There is rather more inquiry for sperm, and the
recent news from England has produced an upward tendency
among holders. The transactions since our last include sales of
200 bbls at 130 cents per gallon, and 600 do at a price not
transpired. Also 200 bbls "weighing a little heavy," at 129 cts
per gallon.

WHALE.—The market for whale has been quiet since our last.
The only sales coming to our knowledge are 225 bbls. South
Sea brought on speculation at 72 cts, and 200 bbls humpback
at 71 cents per gallon.

WHALEBONE.—The transactions for bone since our last em-
brace sales 8,000 lbs. Ochotsk at 128 cents, and 4,000 do at
a price not mentioned, but understood at an advance upon 130
cents.

ADVERTISEMENTS.



MR. & MRS. THRUM, MANAGERS.

THE HOUSE IS NOW OPEN FOR THE AC-
commodation of Seamen. Board and Lodging
will be furnished on the most reasonable terms. The
Managers, having for several years kept a private
boarding-house in Honolulu, and during that period
accommodated many seamen, hope to receive the pat-
ronage of the seafaring community. Seamen may
rest assured that no efforts will be spared to furnish
them a comfortable home during their stay in port.
Boarders accommodated by the week or single meals.

Seamen patronizing the Sailors' Home will find that
the improvements recently made will afford more ac-
commodation and greater comfort, having several ad-
ditional sleeping rooms—the whole enlarged and tho-
roughly ventilated.

In connection with the Sailors' Home is a Shipping
Office, where applications from Captains requiring
Seamen will be punctually attended to.

Board and Lodging for Seamen, per week, - \$5 00
Private Table, for Officers, per week, - \$6 00

Apply for Board at the office, in the dining-
room.

Honolulu, Sept. 1857.

10-1f

POST OFFICE NOTICE.

RATES OF POSTAGE ON LETTERS FROM THE
SANDWICH ISLANDS:

On single letters to the United States, (East,) 17 cts.
" " to Great Britain, - - - 36 "
" " to France, - - - 33 "
" " to Germany and Prussia, - 37 "
" " to Russia and Finland, - 44 "
" " to Canada and British N. A., 27 "
" " to Azores or Western Isl-
ands, via Southamp- } 68 "
ton and Lisbon, }
" " to Valparaiso and South } 39 "
American Republics, }
" " to Mexican Ports, - - - 15 "
" " to Panama, - - - 15 "

The above rates are for letters weighing half an
ounce or less, and double the above rates for each ad-
ditional half ounce.

Letters dropped into the Post Office without the
postage being paid, will not be forwarded. 10-1f

ADVERTISEMENTS.

PUBLIC NOITCE.

THE GOVERNOR OF OAHU SHALL
cause a Bell to be rung at the Port of Hono-
lulu, at nine and a half o'clock of each evening, as a
signal to all Mariners at that time on shore without
his permission, to return on board their vessels; and
it shall be incumbent upon them to do so, upon pain
of two dollars fine, if apprehended at or after ten
o'clock of the evening, when said Governor shall
cause the Bell to be again rung, as a signal for their
apprehension.

Whoever furiously, or heedlessly of the safety of
others, rides any horse or other animal, or drives or
conducts any vehicle, though the personal safety of
any person be not endangered thereby, shall be pun-
ished by a fine not less than five dollars nor exceeding
one hundred.

Whoever is found drunk in any street, road or
other public place, from the use of intoxicating liquor,
shall, on the first conviction for such offense, be pun-
ished by a fine not exceeding six dollars, and on any
conviction of any like offense committed after the first
conviction, by a fine not exceeding twelve dollars, or
by imprisonment not more than three months.

All loud noise by night is taboo. Whoever, after
sunset, shall, by hallooing, singing in the streets, or
in any other way, make any disturbance or disorderly
noise, in any village, town or part of this king-
dom, without justifiable cause for so doing, shall be
liable to summary arrest and imprisonment by any
constable or police officer, and upon conviction be
punished by a fine not exceeding ten dollars.

Any person not authorized by law, who shall carry
or be armed with any bowie-knife, sword-cane, pistol,
air-gun, slung-shot, or other deadly weapon, shall be
liable to a fine of no more than thirty and no less
than ten dollars, or in default of payment of such
fine, to imprisonment at hard labor for a term not
exceeding two months, and no less than fifteen days,
upon conviction of such offense before any district
magistrate, unless good cause be shown for having
such dangerous weapons; and any such person may
be immediately arrested without warrant, by the
Marshal, or any Sheriff, Constable, or other officer
or person, until he can be taken before such magis-
trate.

Every foreign seaman, of whose desertion from any
vessel due notice shall have been given, and every
seaman discharged contrary to the provisions of the
article, shall be apprehended, and if not returned to
his vessel, shall be put at the disposal of his proper
Consul or Commercial Agent; but if he refuse to
receive him under charge of his Consulate, said de-
serter shall be put to hard labor until he quits the
country.

Every Seaman who shall be found on shore after
the sixty days limited by his permit have expired,
will be arrested as a deserter, and confined in the
fort until he shall leave the kingdom.

Whoever rescues any prisoner, or persons lawfully
held in custody, on conviction or charge of any of-
fense, or as a witness on a criminal charge, or aids
or assists any such prisoner, witness or person so
held in custody, in his design or endeavor to escape,
whether his escape be or be not effected or attempted,
or conveys into any fort or other prison any disguise,
tool, weapon, or other thing adapted to facilitate,
and with intent to facilitate the escape therefrom of
any such prisoner, witness or other person, shall, in case
the aforesaid offense or criminal charge be capital, or
punishable by imprisonment for life or for ten years
or more, be punished by imprisonment at hard labor
not more than three years, and by fine not exceeding
five hundred dollars; in any other case, he shall be
punished by imprisonment at hard labor not more
than one year, and fine not exceeding one hundred
dollars. 10-1f

NAVIGATION TAUGHT.

NAVIGATION, in all its branches, taught by the
Subscriber. The writer likewise begs to in-
timate that he will give instruction to a limited
number of pupils in English reading and grammar,
geography, writing, arithmetic, &c. Residence, cot-
tage at the back of Mr. Love's house, Nuuanu-street.
DANIEL SMITH.


Honolulu, March 26, 1857.

1f

IRON HURDLES

FOR SALE at the Hudson's Bay Company's
Store, eight feet long—three dollars each. 1f

ADVERTISEMENTS.

To the Owners and Persons interested in
Whaleships in the Pacific Ocean.OFFICE OF THE PANAMA RAIL-ROAD COMPANY, }
New York, July 20, 1857. }


The Panama Rail-Road Company takes this method of informing those interested in the Whaling business, of the advantages offered by the Railroad across the Isthmus of Panama, for the shipment of Oil from the Pacific to the United States; and for sending outfits and supplies from the United States to Panama.

The Railroad has been in regular and successful operation for more than two years, and its capacity for the transportation of every description of merchandise, including Oil, Provisions, &c., has been fully tested. The attention of several Captains of whaleships has recently been turned to the subject of shipping their oil from Panama to New York during the present season, and the Panama Rail-Road Company has made arrangements to afford every facility which may be required for the accomplishment of this important object. A Pier, 450 feet long, has been built in the bay of Panama, to the end of which Freight Cars are run to receive cargoes from lighters or vessels lying alongside, and deliver the same alongside of vessels at Aspinwall. Vessels of from 200 to 300 tons can lie at the Pier with safety, grounding in the mud at low water.

The vessels to and from Aspinwall are fast-sailing brigs, belonging to the Rail-Road Company, and the Company is prepared to receive oil at Panama and deliver it in New York, under **thorough Bills of Lading**, at the rate of eight cents per gallon, if received at the Pier, and nine cents per gallon if received in the harbor from ship's tackles, charging for the capacity of the casks, without allowing for wantage. This charge covers every expense from Panama to New York, in case the oil is sent through the Superintendent or Commercial Agent of the Panama Rail-Road Company, insurance excepted. The freights may be made payable on the Isthmus or in New York at the option of the shipper.

The vessels of the Company sail regularly semi-monthly, and the average passages to and from Aspinwall are about twenty to twenty-five days. The time occupied in crossing the Isthmus is four hours. Oil, during its transit across the Isthmus, will be covered with canvas, or conveyed in covered cars, and owners may be assured that every care will be taken to prevent leakage. Several cargoes have already been conveyed to New York without the slightest loss.

Oil or other goods consigned for transportation to the Superintendent of the Panama Rail-Road Company, or to **William Nelson**, Commercial Agent of the Company at Panama, will be received and forwarded with the greatest despatch.

Frederic L. Hanks has been appointed Agent at Honolulu, Sandwich Islands, and is prepared to furnish every requisite information to shippers.

JOS. F. JOY, Secretary.

FREDERIC L. HANKS,
Agent Panama R. R. Co., Honolulu S. I. 64-12mNEW
AMBROTYPE GALLERY.

THE UNDERSIGNED would respectfully announce to the inhabitants of Honolulu and the public generally, that he has taken the rooms formerly occupied by Mr. Benson, over the Printing Office of the Commercial Advertiser, where he is now prepared to take

PICTURES ON GLASS AND PAPER.

Known as the Patent Ambrotypes and Photographs.

Having recently arrived from the United States, with good instruments and a new and extensive assortment of stock, he feels confident that he can give entire satisfaction to those who favor him with their patronage.

N. B. Pictures put up in a VARIETY OF STYLES, to suit customers.

ROOMS OPEN from 9 A. M. to 12, M., and from 1 to 4 P. M.

48-1f

W. F. HOWLAND.

A CARD.

THE LADIES of the Methodist Episcopal Church of Honolulu, would beg respectfully to inform the public that their intended FAIR (the proceeds of which will be devoted to the erection of a Parsonage) will take place at the Auction Room of J. F. Colburn, Esq., on **Friday Evening, Nov. 20th**. Any donations or contributions to the same, may be sent to the store of Mr. J. T. Waterhouse, on King street.

Honolulu, Oct. 22, 1857.

69-1f

BIBLE, BOOK AND TRACT DEPOSITORY,
SAILOR'S HOME, HONOLULU.

BIBLES, BOOKS AND TRACTS, in the English, French, Portuguese, German, Welsh, Swedish and Spanish languages. These books are offered for sale, at cost prices, by the Hawaiian Bible and Tract Societies, but furnished

GRATUITOUSLY TO SEAMEN.

Also, Office of *The Friend*, bound volumes for sale. Subscriptions received.

N. B.—Seamen belonging to vessels lying "off and on," will be supplied with books and papers, by calling at the Depository, from 12 to 3 o'clock P. M.

S. C. DAMON,

Seamen's Chaplain.

NEW BOOKS.

BY HARRIET & JESSIE—A large supply of books published by the American Tract Society was received, including standard publications and a few new works. For sale at Bible and Tract Depository of Sailors' Home. au-1f

ADVERTISEMENTS.

INFORMATION WANTED.—**FRIEDRICH WILHELM HUNDSDOERFFER**, born in Koenigsberg, Prussia, who was in 1853 a Lieutenant in the Hawaiian Infantry, and whose whereabouts at present is unknown, is desired to report himself at the Royal Prussian Consulate, Honolulu, to receive important intelligence from his family. Any person knowing anything about the said F. W. H., will confer a favor by communicating such news to
10-1f **GUSTAV REINERS, R. Prus. Consul.**

A CARD.

THE UNDERSIGNED, lately wrecked in the ship *Indian Chief*, was treated very kindly by the natives of East Cape, in the Arctic Ocean, and he would recommend that each master passing there should make the natives some present, (say a box of tobacco, which they prize highly,) in order that their friendship may be retained, to the benefit of any seamen who in future should be so unfortunate as to be wrecked in that region. **PHILO HUNTLEY,**
Late Master Ship *Indian Chief*.
Honolulu, Oct. 23, 1857. 10-1f

"THE FRIEND" SENT ABROAD.

OUR LIST OF FOREIGN SUBSCRIBERS has been increasing for several years, and is now larger than ever before. We should rejoice to have it become so large that the *Friend* might become a self-supporting paper, and the necessity removed of calling for donations. When that time arrives, our patrons may be sure they will not find us appealing for funds.

The *Friend* will be sent to any part of the United States, and the Hawaiian and United States postage prepaid, or included, for \$2 50.

Any sailor subscribing for the paper to forward to his friends, will receive a bound volume for the last year *gratis*.

\$5 For Three Years.

For \$5, the publisher will send the paper (POSTAGE INCLUDED) for one year, and furnish a bound volume for 1856, together with all the numbers for the current year. This liberal offer includes a subscription of the *Friend* for THREE YEARS.

Bound volumes for sale at the Chaplain's Study and Depository, at the Sailors' Home. A deduction will be made to those purchasing several volumes, and always furnished to seamen at cost price.

** We desire to call the special attention of all masters, officers and seamen to the importance of doing their part towards sustaining this paper. It was never intended to make the paper a money-making concern. The publisher prints 1,000 copies of each number for gratuitous distribution among seamen visiting Honolulu, Lahaina and Hilo. This rule has been practiced for more than ten years, and hence the paper has become so generally circulated among seamen in all parts of the Pacific. tf

INFORMATION WANTED.

RESPECTING CHARLES TWOKEY or TWAY, of Geneva, New York. He sailed in 1850 or 1851, from Calais, Maine, on board the *Tennessee*, bound to the West Indies. He was next heard from on board the whale ship *Neptune*, Capt. Green, in Honolulu, about two or three years after. It is confidently supposed that, if alive, he is on board some whale ship in the Pacific. Should he visit the Islands, he is requested to call upon the Seamen's Chaplain; or, should this notice meet his eye, to write to the Chaplain, or communicate with his sister, Miss A. T. Ending, in Geneva, N. Y.

—ALSO—

Respecting a sailor by the name of **PARTRIDGE**, whose friends reside in West Eaton, N. Y.

—ALSO—

Respecting **JOHN WHARRIE** or McWHARRIE, who left some one of Elias Perkins' whaling vessels, at Honolulu, in 1853 or 1854.

—ALSO—

Respecting **W. S. Haven**, reported to have jumped overboard from the whale ship *Good Return*, Capt. Wing, on the 29th of March, 1856, while the vessel was lying at anchor in, or lying off and on the port of Honolulu. Any information relating to this young man will be most gladly received by the editor of the *Friend*. 5-1f

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ADVERTISEMENTS.

NOTICE TO WHALEMEN.

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—DEALERS IN—

WHALEMEN'S SUPPLIES AND GENERAL MERCHANDISE,

Kawaihae, Hawaii.

CONSTANTLY ON HAND a good supply of Hawaiian beef, potatoes, hogs, sheep and numerous other articles required by whalers. The above articles can be furnished at the shortest notice and on the most reasonable terms in exchange for bills on the United States or orders on any merchant at the Islands. No charge made on inter-island exchange.

Beef packed to order and warranted to keep in any climate. 2-1f

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COMMISSION MERCHANT,

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C. W. Cartwright, President of Manufacturers' Insurance Company, Boston;

H. A. Pierce, Boston;

Thayer, Rice & Co., Boston;

Edward Mott Robinson, New Bedford;

John W. Barrett & Sons, Nantucket;

Perkins & Smith, New London.

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IMPORTERS AND WHOLESALE AND RETAIL

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At the old stand, corner of King and School streets, near the large Stone Church. Also, at the Store formerly occupied by C. H. Nicholson, in King street, opposite the Seamen's Chapel.

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PHYSICIAN AND SURGEON,

HILO, HAWAII, S. I.

N. B.—Medicine Chests carefully replenished, and on reasonable terms.

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HAWAIIAN PRODUCE.

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All Stores required by whale ships and others, supplied on reasonable terms, and at the shortest notice.

WANTED—Exchange on the United States and Europe. Oct. 2, 1857.

E. HOFFMANN,

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Office in the New Drug Store, corner of Kaahumanu and Queen streets, Makee & Anthon's Block Open day and night.

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Ship Chandlers and General Agents,

LAHAINA, MAUI, S. I.

Ships supplied with Recruits, Storage and Money.

THE FRIEND:

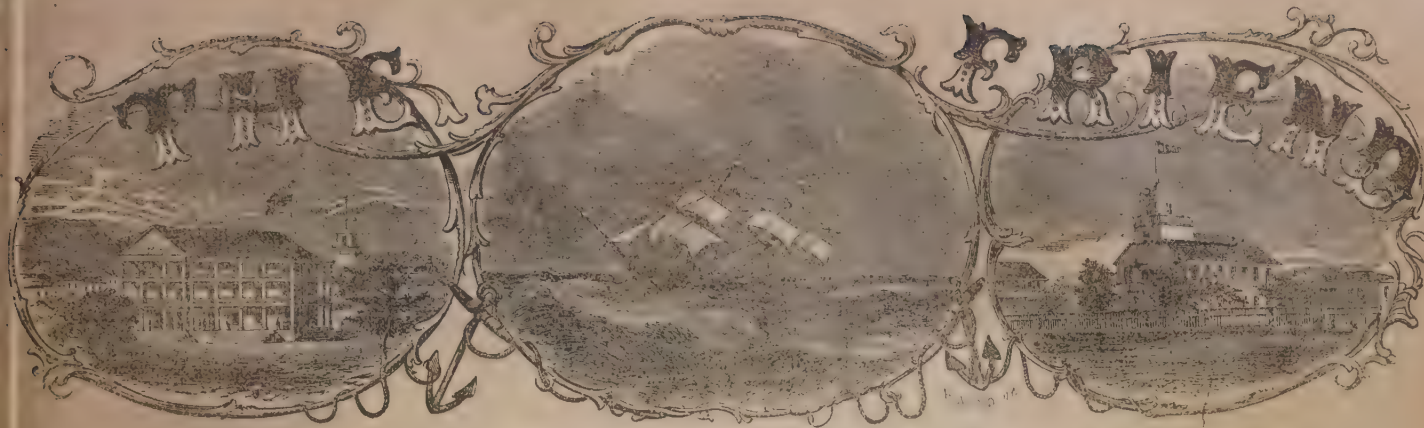
A MONTHLY JOURNAL, DEVOTED TO TEMPERANCE, SEAMEN, MARINE AND GENERAL INTELLIGENCE,

PUBLISHED AND EDITED BY

SAMUEL C. DAMON.

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New Series, Vol. 6, No. 11.

HONOLULU, NOVEMBER 11, 1857.

{Old Series, Vol. 14.

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THE FRIEND.

NOVEMBER 11, 1857.

DEATH OF CAPT. CROMWELL.—We deeply regret to learn that Capt. Peter Cromwell, of the *Gladiator*, died on his passage from New Bedford to Honolulu. He was an old acquaintance, whom we had frequently met on his former voyages. His death occurred at sea, September 16th, off Cape Horn. We learn that his vessel was experiencing a severe gale of wind, during which the Captain fell from the main rigging, striking his head, which occasioned his death in about forty hours. He was in possession of his reason up to the last, and gave directions that his body should be brought to Honolulu, and we learn that it will be taken to his native country. He belonged to Martha's Vineyard. The vessel was brought into port by Mr. Williams, 1st officer. On the 4th inst., the flags of the shipping were displayed at half-mast in testimony of respect to the deceased.

CARD.—The Chaplain would acknowledge, from the officers and crew of the U. S. ship *St. Mary's*, for the support of the "Bethel" and *Friend*, the sum of \$75. Also, from H. B. M. Consul-General, for the support of the Chaplaincy, \$20, for the quarter ending September 30.

☞ The pressing duties crowding upon the Chaplain, have prevented him from visiting the numerous ships which have recently arrived in port. This is his apology for not visiting from ship to ship, as has been his usual practice.

THIRD ANNIVERSARY OF HONOLULU SAILORS' HOME SOCIETY.—This Society will hold its Third Anniversary on Friday evening next, 13th inst., at half-past 7 o'clock, at the Bethel.

Reports of the Treasurer and Executive Committee will be presented.

Agreeable to the Constitution, six new Trustees must be chosen to fill vacancies occasioned by those whose term of service now expires. The following persons were nominated (from whom the six must be chosen) at the last meeting of the Board of Trustees: S. N. Castle, E. H. Allen, J. F. B. Marshall, J. Bartlett, E. O. Hall, Gen. Miller, B. F. Snow, J. Mott Smith, Dr. Guillon, Capt. Luce, C. H. Lewers and G. B. C. Ingraham.

A full attendance is requested.

RELIGIOUS NOTICE. There will be religious services, at the Bethel, every evening this week, except Friday evening; when the anniversary of the Sailor's Home Society will take place, agreeable to notice in this column.

It is hoped many of the seafaring community will feel inclined to visit the Bethel while the meetings are in progress. The time that seamen are in port is but short, hence they should avail themselves of every opportunity afforded, for meeting with those frequenting the house of God.

Services commence at 7 o'clock, P. M.

WHALES IN PUGET'S SOUND.—A person recently from Puget's Sound, has expressed to us much surprise that whale ships did not visit that region, as whales were frequently seen in that locality. The old story, that the whales were all killed off, is not true. For years to come, the whaling business may be prosecuted with success.

☞ We would bespeak for two short articles, from the pen of the Rev. J. C. Ryle, now published in our columns, a thoughtful and serious perusal.

WHALES PLENTY.—In conversing with shipmasters and seamen, we hear no complaint that whales were scarce. The common remark is, "We saw plenty." In some localities they were very abundant. Capt. Walker reports that in the Arctic Ocean he saw at times hundreds of whales, but the weather was rugged, and although whales were plenty, it was impossible to lower a boat. The weather in the Ochotsk Sea has been pleasant and favorable for whaling.

NOW IS THE TIME FOR SAILORS TO WRITE HOME.—It is exceedingly pleasant to hear sailors call for "paper and envelopes." The more the better. If they wish to receive letters next spring or next fall, they should inform their friends as to the name of the vessel, and her master, in which they go out. Be particular, too, about the ship's name, as you will then be most likely not to have your letters mis-sent.

GOOD HEALTH AND FEW ACCIDENTS.—Considering the number of ships and men employed, there have been but few accidents and a general prevalence of health. The fact is quite remarkable, and deserving of special thanksgiving. Some years from the whaling fleet have been landed literally scores of sick and disabled men. It is also quite remarkable that so few accidents have happened to the vessels.

☞ The following brief dialogue is reputed to have occurred during the cruise of certain ships in the Ochotsk. As the vessels approach, the Captain of one ship calls out to the mate of the other. "Is your Captain a Buchanan-man?" "No," is the reply, "he is a Sag Harbor-man."

FEETEE BOOKS.—Mrs. Binney, wife of a school teacher connected with the Methodist Missions in the Feejee Islands, has written a book for the Feejees, in their native tongue, and is now translating the Pilgrim's Progress into Feejeean.

Of what Use are Vessels of War!

This is a question sometimes asked. The answer will, of course, depend upon the view taken of their cruises and the manner in which they are employed. In times of war they are employed in fighting—whether that is good business, we shall leave it for others to determine. In times of peace, they are employed in cruising about and looking after the interests of commerce, discovery and science. These, we maintain, are good and useful purposes. Would that those directing our national vessels kept them more actively employed in these matters. In the matter of surveying islands and reefs, there is work enough for all the vessels of war belonging to England, France and the United States, but scarcely a single vessel is actively and constantly engaged in that object. Most of them cruise along the coasts of Central and South America, run over to Tahiti, the Sandwich Islands, and look in at San Francisco, together with an occasional trip elsewhere, and these comprise their cruises!

We have been led to make the above remarks from having observed the *stereotyped* passages of these vessels for many years. There are portions of the Pacific never yet visited by vessels of war, certainly not by American war-vessels. Take, for example, the Island of Ascension, visited by so many American whale-ships, and where there are three Missionary stations. English and French war-vessels have been there, but the "Stars and Stripes" were never displayed there by a national vessel.

Dr. Gulick thus wrote from Ascension in 1852:

"Four vessels of war have touched at Ascension Island within twenty years. 1. 1838, the English vessel of war *Larne*, Capt. Blake. 2. In 1839, the *Danaide*, Commander Du Rosamel, a French vessel. 3. In 1845, the English vessel of war *Hazard*. 4. In 1851, the French corvette *Capricieuse*."

The fault is not with the Commanders and under-officers of these vessels, but with the Admirals and Commodores, and *those above them*. The American Government is more faulty than either England, France or Russia. American whale-ships and merchant vessels are flying everywhere throughout this vast ocean, but at present there is not an American surveying vessel anywhere to be seen, from the Arctic to Antarctic circles, or from the American to the Asiatic shores, yet, with our limited knowledge, we could point to vast portions of the Pacific scarcely furrowed by the keel of an American man of war or surveying vessel. This subject demands attention.

NOT MOONSHINE, BUT SUNSHINE.—By late papers from the States, we learn that Dr. Winslow, formerly of Lahaina, and well known upon the Islands, is carrying for-

ward a warm newspaper battle with the Cambridge Professors, respecting the influence of the sun upon the earth. It appears that Professor Pierce, of Cambridge, has recently come out with a theory, regarding the sun as the cause of *earthquakes and the upheaval of islands and continents*. The Doctor is not willing that the Professor shall appear before the world as the discoverer, but claims that he published the theory three or four years ago, in certain publications, viz: "Cosmography" and "Preparation of the Earth for the Intellectual Races." One thing is quite certain, that if Prof. Pierce has only now put forth his theory, Dr. Winslow has the start! Both the publications now referred to, were circulated years ago even at the Sandwich Islands; and we recollect listening to long explanations of the theory from the lips of Dr. Winslow, during his last visit to the Islands in 1855 or '56. Be that as it may, this is quite certain, that if a Cambridge Professor attempts to carry off a *palm* belonging to Dr. W., he will pay dear for the attempt. The Professor would find it much easier to *cap* a volcano, than *wrongfully pull a feather* out of the Doctor's cap!

Republican Gratitude.

Patrick Henry lies buried in the county of Charlotte, not only without a tombstone to mark his grave, but even without an enclosure around it. It can scarcely be found by those who, in passing, would pay him remains a tribute, a respect. Is Virginia ungrateful? [Rep. Ex.]

Yes, and Baron Steuben lies buried in the town of Steuben, in this county, in a piece of woodland—yes, in the midst of a wild wood in the land in which he spent his fortune in trying to free. Is New York ungrateful? [Rome (N. Y.) Sentinel.]

Yes, and President Monroe lies in an undistinguished grave in this city, without a stone to tell his name. Are the United States ungrateful?—N. Y. Ind.

"Republican gratitude" appears rather below par! It reminds us, however, of the fact that a piece of ship's copper, rudely engraved and nailed to the stump of a cocoa-nut tree, is all that marks the spot where fell the great—next perhaps to Columbus, the greatest of navigators, Captain Cook. But has not the time come for something more durable and becoming to be done? At first thought it might seem most fitting that England should take the lead in this matter. If England do so, all honor to her for honoring the memory of him whose life and services have reflected so much honor and fame upon his country; but if England decline the honor of taking the lead in this undertaking, then let others commence the undertaking, and not abandon it until a monument, in every respect worthy the fame and becoming the genius of Cook, shall be erected in Kea-

leakakua Bay. More than three-fourths of a century have already passed away, and nothing done. Most heartily should we rejoice to witness a beginning. A little wise planning and judicious management would effect the undertaking. If sailors were invited to contribute, it might be done by *shilling contributions*! Who'll take the lead in the undertaking? Let some Briton start and rest assured many a Yankee and European and Hawaiian would follow. Are nations ungrateful?

HAWAIIAN BEEF.—It is highly gratifying to hear shipmasters and seamen speak well of beef salted upon the Islands. If packers succeed one or two years more as they have succeeded, Hawaiian salted beef, and *even pork*, will become established in the market. Everything depends upon the carefulness and fidelity of those engaged in the business. It is hardly possible to be too careful. The importance of the subject calls for extreme caution. A single barrel should not be allowed to go on board a ship, if there is the slightest suspicion that it is not in a good state. If a Captain finds any barrel unfit for use, let it be returned to the packers or merchant. Those paying the most attention to the matter, will soon find their *brands* will go, while others will lie unsold. We have been led to make these remarks, because the ultimate success of the whaling business out of Honolulu must essentially depend upon the capabilities of the Islands to furnish supplies for the ships, not only vegetables, but the more substantial articles. The prospects now are that nearly everything necessary for fitting out ships, in the way of provisions, can be furnished from the products of the Islands, viz: beef, pork, bread, flour, potatoes, beans, &c.

A FRIENDLY WORD TO SAILORS ABOUT DESERTING.—Perhaps it will do no good, but still we cannot refrain from entreating sailors on no account to run away from their ships. Having once shipped for a cruise or a voyage, fulfill your engagements. Act the part of men. Keep your word, and especially do what you have agreed to do over your signature. Deserters rarely ever advance. Almost daily are we becoming acquainted with cases wherein sailors have made their condition far worse by deserting. A deserter is almost certain to be arrested, and if not remanded back to the ship from which he deserted, must pay prison fees and go on board some other ship, and even then is liable to be retaken by the master from which he originally deserted. The deserter lives in constant fear of arrest, and such a feeling is humiliating and degrading. Better *endure*, if necessary, than desert. We make these remarks because we are knowing to the evils which young men bring upon themselves by deserting!

New Book.

THE ARCTIC WHALEMAN; or, *Winter in the Arctic Ocean*: being a Narrative of the Wreck of the Whaleship *Citizen*, of New Bedford, in the Arctic Ocean, lat. 68° 10' N., long. 180° W., September 25, 1852, commanded by Captain Howes Norton, of Edgartown, and the subsequent sufferings of her Officers and Crew during nine months among the Natives; together with a Brief History of Whaling, by Rev. Lewis Holmes. Boston: Wentworth & Co., 86 Washington street. 1857.

The contents of the title-page fully make known the contents of the book. The work abounds with much useful and interesting information respecting the Asiatic-Arctic regions. There is no book which we have ever read, containing so much information respecting the inhabitants of those cold regions. Most of the books (including Parry, Kane, and other voyagers) relating to the Arctic regions are confined to the shores of Greenland and the adjacent countries. This book, embodying the results of Captain Norton's and his officers' observations and experience, introduces the reader to a region of the globe hitherto unknown except to whalers. We distinctly remember listening to the narrative of those wrecked in the *Citizen*, on their first arrival at Honolulu, in 1853. It is exceeding pleasant to find the same now embodied in this book. The writer, with the materials at his command, has produced a book deserving of being read with that of Dr. Kane's latest book.

We cannot refrain from alluding to the fact that the world is largely indebted to the hardy whalers for valuable information respecting distant parts of the world. It is a great pity that the facts and results of their observations are not more frequently published to the world. We feel guilty, in this matter, for much time have we spent in listening to the whaler's story of distant regions, which might profitably have found a place in our columns.

We congratulate Captain Norton and his officers in having met with a writer like the Rev. Mr. Holmes, of Edgartown, who has made such judicious use of the information furnished by their journals and conversation.

While we thus commend the book and the style of the narrative, we cannot add the same for the engravings. They are *awful*! They are absolutely ridiculous—fit only to make the intelligent reader laugh! But we know that neither Captain Norton or the writer can be held responsible for them. If another edition should be published, we should hope engravings worthy of the work might appear, or none at all. But we suppose the publishers thought such engravings would make the book *sell* and the natives *stare*—not the natives of the Sandwich Islands or Kamschatka, but of Massachusetts!

It is becoming quite common to hear, and overhear, shipmasters and seamen generally talk about making this part of the world their home. Why should they not? Why may not the families of masters and officers become settled at the Islands as well as in New Bedford, or in other ports from which the whaling business is conducted? They will much more frequently visit "home." At present, most of those among seamen who have families, do not see them oftener than once in two, three and four years; while there are scores in the whaling fleet who have not visited home during the last six or seven years. The evils and sad effects of such a course are many and great. We are very confident that those having families, are in duty bound to bring hither their families, if they contemplate whaling in the Pacific for the coming ten years.

The number of masters accompanied by their wives, who are now or have been in port, is quite numerous; as the following list will show: Captains Skinner, Drew, Palmer, Phillips, Slocum, Grant, Edwards, Cox, Scofield, Fisher, Chase, Green, Homer Devoll, Diman, Long, Brown, Babcock, Lawrence, Coggeshall and Stranburg, are accompanied with their wives.

The list embraces by no means all those shipmasters accompanied by their wives now in the Pacific. Captains Henry, Tabor, Sisson, Willis, Fish, and others, might be added, who have not come inside at Honolulu. Late news from New Bedford reports that many others are on their way out. We hope the time may come when every married man in this part of the world will be accompanied by his wife. "What, therefore, God hath joined together, let not man put asunder."

NOT SETTLED YET.—Several years ago there was a good old man by the name of Very, residing in a certain town in Massachusetts. He being an observer of God's commands, was much annoyed by some of his neighbors, who persisted in working on Sundays. One day, as the good man was going to meeting, his Sabbath-breaking neighbors called out to him from the hay-field: "Well, Father Very, we have cheated the Lord out of two Sundays, anyway." "I don't know that," replied the old gentleman—"I don't know—the account is not settled yet."

Ah, the Sabbath-breaker has a long account to settle. Every misspent, broken and violated Sabbath, adds to the account. The man of twenty-one years of age, has enjoyed three years of Sabbaths; the man of forty-two, six years, and the man of seventy, no less than ten years! Think of it, reader, that the man seventy years old has enjoyed ten years of Sabbaths! Suppose those Sabbaths have been misspent and missimproved, what an account remains unsettled! The command is, "Remember the Sabbath day, and keep it holy."

The following communication has been passed into our hands for insertion in our columns. Perhaps the less written and said, the better for all parties. The whole evil in the matter is making a class or society of men responsible for the sins, short-comings and errors of individuals. "Even one black sheep ruins the flock," is the old proverb. Good, moral and respectable shipmasters do not wish to be denounced for the sins of one or more of their number, neither do good and respectable "Odd Fellows," "Masons," "Missionaries," "Ministers," and other classes, wish to be condemned for the sins of unworthy and delinquent members. We hope the hints and remarks upon this subject which have appeared in the *Advertiser* and elsewhere, will exert a salutary check upon injudicious letter-writers. We think the evil referred to, is in a fair way of being corrected. There is a world of meaning in the precept, "Be wise as serpents and harmless as doves."

MR. EDITOR:—It would seem, from the severe strictures of the *Commercial Advertiser*, that one or more letters from Micronesia have found their way into print, which are obnoxious to some of our worthy shipmasters. This is to be regretted. No class of men have it so much in their power to aid or hinder the self-exiled Missionary in his philanthropic work as shipmasters. They have often cheered or saddened the heart of the lonely Missionary. Reports often come of pleasant intercourse with shipmasters, and substantial aid rendered by them.

It is well known that Missionaries are given to letter-writing, and it is not strange if some things are put on paper which should never see the light. It should be remembered, however, that the situation of Missionaries on those distant and lonely islands is peculiar. They are away from civilized society, and are brought into close contact with the degraded people whom they are striving to raise from a state of barbarism. Everything, therefore, which hinders their work, deeply affects their hearts; and if the hindrance comes from their own native land, they are liable to speak of it in strong terms to their patrons. They may sometimes be too indiscriminate and sweeping in their statements; but they often speak of the good conduct and kind offices of men from civilized lands. Many instances of this, if necessary might be mentioned, from the pens of the good men in the Islands of Micronesia. This apparently gives them much more pleasure than to speak in an opposite strain. It is to be hoped they will have more of good to report of those who may visit the field of their self-denying labors. E. W. C.

November 6th, 1857,

LETTERS FOR SEAMEN WITH THE CHAPLAIN.—Thomas S. Bain, Edward Sendler, John W. Marston, Mr. Edward Penniman, William Douglass Buel, Joseph Collins, Jno. Waterman Pierce, Thomas Sigison Coner, Charles F. Kane, Benj. D. Whitney, Thos. H. Gardner, Joseph Pray, E. Wheelock Church, Charles H. Walter, George Hender-

son Lawson, Mark Comstock, David King, Harvey R. Phillips, James Amiraux, Robert Coffin, Henry S. Hart, Samuel E. Craft, William McLean, Jonathan Kelley, Sylvester West Joseph, John B. Holmes, Thomas Banks, Charles S. Clark, Hiram F. Richardson, Charles W. Grehore, Wm. F. McKneel, Wm. M. Waterbury, Addison Powell, Wm. Melldrum, Lewis L. Bright, Robt. Shepherd, William Mores, John A. Cooley.

Appeal and Response.

In the September number of the *Friend* the following statement was made:

| | |
|--|----------|
| Debt on the <i>Friend</i> for 1855, - - - - | \$151 02 |
| " " " for 1856, - - - - | 152 94 |
| Required for gratuitous distribution, during the current year, - - - - | 200 00 |
| | \$503 36 |

| | |
|--|----------|
| Debt upon the Bethel, January 1, 1858, - | \$107 86 |
| Repairs and alterations of Bethel, in spring of this year—see <i>Friend</i> for March, - | 699 55 |
| Sexton's services, nine months, to Oct. 1, - | 90 00 |

| | |
|--|----------|
| | \$897 41 |
| Donations for Bethel, from January to present time, October 1, - - - - | 317 50 |

| | |
|---------------------------------|----------|
| Present debt on Bethel, - - - - | \$579 91 |
|---------------------------------|----------|

The reasons why these debts had been incurred were fully stated. In view of these facts, an appeal for \$1000 was made.

The following letter, which has been received, will show the impression which has been made upon some minds, and if others are similarly impressed, we shall be enabled to carry forward these enterprises unembarrassed.

HONOLULU, October, 1857.

Rev. S. C. DAMON—Dear Sir: In the last number of the *Friend*, (of September 26th,) we have seen an appeal in behalf of the *Friend* and *Bethel*, in which we notice the sum of \$1000 is required to pay debts which have been incurred for these objects. We are confident that the expenditures which have been made, have all been made judiciously, and with no other design than that of benefiting seamen, that class of men to whom not only Honolulu, but also many other cities, are indebted for their prosperity. We have long been acquainted with you, and have seen your unwearied endeavors to promote their welfare, both spiritually and temporally—laboring with them both night and day, visiting them in their afflictions, comforting the sorrowing, and endeavoring to lead them in those ways which are full of peace. We would desire, however, in some more substantial way than that of words, to express our gratitude to you, and our appreciation of your labors, and we therefore beg of you to accept from us, in behalf of the *Friend* and *Bethel*, the following subscriptions, and with our best wishes for your happiness, and trusting that you may be long spared to labor in the field where Providence has placed you, we remain your devoted friends,

| | |
|--|------|
| Thomas Spencer, - - - - | \$25 |
| W. T. Walker, "South America," - - - - | 20 |
| Francis L. Diman, "Japan," - - - - | 20 |
| William C. Hayden, "Mercury," - - - - | 20 |
| F. L. Hanks, a resident, - - - - | 20 |
| J. A. Macomber, - - - - | 10 |

| | |
|---|----|
| A. G. Taylor, "John Howland," - - - - | 20 |
| Samuel Lawrence, "Addison," - - - - | 10 |
| Coddling P. Fish, "Florida," - - - - | 10 |
| Benj. F. Wing, "Good Return," - - - - | 10 |
| William James Grant, "Huntsville," - - - - | 10 |
| Captain Gifford, "Caroline," - - - - | 5 |
| Thos. H. Marshall, a resident, - - - - | 5 |
| Frederick Slocum, "Saratoga," - - - - | 5 |
| Horace Sherman, 1st officer, "Japan," - - - - | 5 |
| A friend to seaman, - - - - | 10 |
| R. Coady, a resident, - - - - | 10 |
| J. L. Cleaveland, "Julian," - - - - | 10 |
| L. B. Brownson, "Baltic," - - - - | 10 |
| Geo. A. Lathrop, a resident, - - - - | 10 |
| E. L. Curry, "James Maury," - - - - | 10 |
| Capt. Homer, "Messenger Bird," - - - - | 10 |
| G. L. Cox, "Magnolia," - - - - | 10 |
| Wm. J. Parsons, "Charles Carroll," - - - - | 10 |
| T. E. Stranburg, "Congress," - - - - | 5 |
| N. P. Gray, "Champion," - - - - | 5 |
| Stephen Swift, "Sarah," - - - - | 5 |
| J. W. Thompson, "China," - - - - | 5 |
| James A. Law, a resident, - - - - | 5 |
| J. A. Devoll, "Roman," - - - - | 10 |
| Thomas W. Williams, "Florida," - - - - | 5 |
| J. R. Allen, "Josephine," - - - - | 10 |
| H. C. Graham, a resident, - - - - | 5 |
| John P. Eldridge, "John & Elizabeth," - - - - | 5 |
| Martin Palmer, "Kingfisher," - - - - | 5 |
| N. C. Fisher, "Barnstable," - - - - | 5 |
| A. D. Barber, "Benj. Tucker," - - - - | 5 |
| Capt. Tooker, "Ontario," - - - - | 10 |
| T. N. Russell, "Corinthian," - - - - | 5 |
| George G. Penny, "Alice," - - - - | 5 |
| J. Skinner, "Maringo," - - - - | 10 |

Most truly we appreciate the kindly feeling manifested in the above communication, and would assure the signers and contributors that hereafter our endeavor will still be to do all in our power for the temporal and spiritual benefit of seamen. When asking seamen to make contributions, it is in order to sustain those objects which tend to their good.

"THE SEA BIRD."—This is the name of a small monthly newspaper (about the size of our own sheet) just started by the Mariners' Family Industrial Society of New York, and devoted to the best interests of seamen and their families. Success to this enterprise. We shall be very glad to exchange with this fellow-laborer in a good cause. We have already received the first number.

DISASTER.—The American whaling bark *Isabella*, Capt. Lyon, which sailed from Lahaina, for New Zealand, Oct. 19th, returned on the 10th inst., having lost foremast and main-top-gallant-mast, in a whirlwind, near the line. Three men were aloft at the time, two of whom were saved, but the third went overboard with the wreck and was lost.

If reports are true, the officers of Government should keep watch of a certain shipping office, at Lahaina. A sailor is now in our office, who says that all his advance money, \$60, was kept back, but that through Judge Bond's influence the money has been recovered. Other persons also loudly complain of similar treatment.

Seamen not boarding at the "Home," but at the other boarding houses, in Honolulu, are earnestly requested to call at the Depository, for books and papers, before leaving.

JAPAN.—We would call the attention of shipmasters to the advertisement of Messrs. Eastr & Co. at Hakodadi, Japan. We are assured that they are prepared to serve the interests of whalers promptly. We have been shown a letter from E. E. Rice, Esq., U. S. Commercial Agent at that port to Capt. Tooker of the *Ontario*, in which he communicates some facts of interest. He writes under date of Sept. 10: "The Japanese are becoming less exclusive. They now furnish in abundance for ships use hogs, potatoes, vegetables of all kinds and rice. By a new treaty, made since you were here, Americans can reside here permanently after the 4th of July, 1858. I have no doubt that importations from the United States will be made soon, as at certain seasons of the year such merchandise would pay well. Americans residing here are subject only to American laws. The treaty is in force, so far as the Japanese are concerned. They say, 'Come, the more the better.' Mexican dollars only should be brought here. All other kinds are nearly worthless."—*P. C. Advertiser*.

DONATIONS.—From Mrs. Phillips, \$5 for the "Home," and \$5 for the "Bethel." From Mr. Clark, Steward of the *John Howland*, \$2 for the *Friend*.

"I like to turn an honest Penny," said a certain facetious personage, of our town, as he recently placed his hand upon the shoulder of the master of the "Alice."

I Invite You.

READER.—If you really want to be saved I give you an invitation this day. If you want to have peace with God now, and glory in heaven hereafter, I invite you to come to Christ at once, and both shall be your own.

I invite you boldly because of the words which Christ Himself has spoken. He says, "Come unto me, all ye that labour and are heavy laden, and I will give you rest." "Him that cometh unto me I will in no wise cast out." (Matt. xi. 28. John vi. 37.) Reader, are you tired of your sins? Are you labouring and heavy laden? I invite you this day to come to Christ, and you shall be saved!

I know not who you are, or what you have been in time past, but I say boldly, Come to Christ by faith, and you shall have a pardon. High or low, rich or poor, young man or maiden, old man or child,—you cannot be worse than Manasseh and Paul before conversion,—than David and Peter after conversion;—come to Christ, and you shall be freely forgiven.

Think not for a moment that you have some great thing to do before you come to Christ. Such a notion is of the earth, earthly; the Gospel bids you come just as you are. Man's idea is to make his peace with God by repentance, and then come to Christ at last: the Gospel way is to receive peace from Christ first of all, and begin with Him. Man's idea is to amend, and turn over a new leaf, and so work his way up to reconciliation and friendship with God: the Gospel way is first to be friends with God through Christ, and then to work. Man's idea is to toil up the hill, and find life at the top; the Gospel way is first to live by faith in Christ, and then to do His will.

And judge ye, every one, judge ye, which is true Christianity? Which is the good

news? Which is the glad tidings? First the fruits of the Spirit and then peace, or first peace and then the fruits of the Spirit? First sanctification and then pardon, or first pardon and then sanctification? First service and then life, or first life and then service? Reader, your own heart can well supply the answer.

Come then, willing to *receive*, and not thinking how much you can *bring*. Come willing to take what Christ offers, and not fancying you can give anything in return. Come with your sins, and no other qualification but a hearty desire for pardon, and so sure as the Bible is true you shall be saved.

You may tell me you are not worthy, you are not good enough, you are not elect. I answer, you are a sinner, and you want to be saved, and what more do you want? You are one of those whom Jesus came to save. Come to Him, and you shall have life. Take with you words, and He will hear you graciously. Tell Him all your soul's necessities, and I know He will give heed. Tell Him you have heard He receiveth sinners, and that you are such. Tell Him you have heard He has the keys of life in His hand, and entreat Him to let you in. Tell Him you come in dependence on His own promises, and ask Him to fulfil His word, and do as He has said. Do this in simplicity and sincerity, and, my soul for your's, you shall not ask in vain. Do this, and you shall find Him faithful and just to forgive your sins, and to cleanse you from all unrighteousness.

Reader, I am deeply anxious to bring you to the point of *actual application to Christ*, I see many who are conscious of sin, and want to be saved, but never get beyond this. They hear of Christ with the ear, and believe all they are told about Him. They allow that there is no salvation except in Christ. They acknowledge that Jesus alone can deliver them from hell, and present them faultless before God.

But they seem *never to get beyond this general acknowledgement*. They never fairly lay hold on Christ for their own souls. They stick fast in a state of wishing, and wanting, and feeling, and intending, and never get any further. They see what we mean. They know it is all true. They hope one day to get the full benefit of it. But at present they get no benefit at all.

Reader, if you are a man of this kind, I warn you plainly, you are in a bad state of soul. You are as truly in the way to hell in your present condition, as Judas Iscariot, or Ahab, or Cain. Believe me, there must be actual faith in Christ, or else Christ died in vain, so far as you are concerned. It is not looking at the bread that feeds the hungry man, but the actual eating of it. It is not gazing on the life-boat that saves the shipwrecked sailor, but actual getting into it. It is not knowing and believing that Christ is a Saviour, that will save your soul, unless there are *actual transactions between you and Christ*.

Take the advice I give you this day, and act upon it at once. Stand still no longer, waiting for some imaginary frames and feelings which will never come. Hesitate no longer, under the idea that you must first of all obtain the Spirit, and then come to Christ.

Arise and come to Christ just as you are. He waits for you, and is as willing to save as He is mighty. He is the appointed Physician for sin-sick souls. Deal with Him as you would with your doctor about the cure of a disease of your body. Make a direct application to Him and tell him all your wants. Tell Him you want to be saved, and ask Him to save you. Rest not till you have actually tasted for yourself that the Lord is gracious. Cast yourself wholly and unreservedly on Christ, and your soul shall be saved. Reader, once more *I invite you*. The Lord grant the invitation may not be given in vain!—*Rev. J. C. Ryle, B. A., Rector of Helmingham, Suffolk.*

Is Friday an Unlucky Day?

From time immemorial, Friday has been frowned upon as a day of ill omen. And though this prejudice is less prevalent now than it has been of yore, when superstition had general sway, yet there are many even in this matter-of-fact age of ours, who would hesitate on a day so inauspicious to begin an undertaking of momentous import. And how many brave mariners, whose hearts unquailed could meet the wildest fury of their ocean home, would blanch to even bend their sails on Friday. But to show with how much reason this feeling is indulged, let us examine the following important facts in connection with our new settlement and greatness as a nation, and we will see how great a cause we Americans have to dread the fatal day.

On Friday, August 31, 1492, Christopher Columbus sailed on his great voyage of discovery.

On Friday, October 12, 1492, he first discovered land.

On Friday, January 4, 1493, he sailed on his return to Spain, which if he had not reached in safety, the happy result would never have been known, which led to the settlement of this vast continent.

On Friday, March 15, 1493, he arrived at Palos in safety.

On Friday, November 22, 1493, he arrived at Hispaniola in his second voyage to America.

On Friday, June 13, 1494, he, though unknown to himself, discovered the continent of America.

On Friday, March 5, 1496, Henry VII. of England, gave to John Cabot his commission, which led to the discovery of North America. This is the first American state paper in England.

On Friday, September 7, 1565, Melendez founded St. Augustine, the oldest settlement in the United States by more than 40 years.

On Friday, November 10, 1620, the Mayflower, with the Pilgrims, made the harbor of Provincetown, and on the same day they signed that august compact, the forerunner of our glorious Constitution.

On Friday, December 22, 1620, the Pilgrims made their final landing at Plymouth Rock.

On Friday, February 22, 1732, George Washington, the Father of American Freedom, was born.

On Friday, June 13, 1775, Bunker Hill was seized and fortified.

On Friday, October 7, 1777, the surrender of Saratoga was made, which had such

power and influence in inducing France to declare for our cause.

On Friday, September 22, 1780, the treason of Arnold was laid bare, which saved us from destruction.

On Friday, October 19, 1781, the surrender at Yorktown, the crowning glory of the American arms, occurred.

On Friday, July 7, 1796, the motion in Congress was made by John Adams, seconded by Richard Henry Lee, that the United Colonies were, and of right ought to be, free and independent.

Thus, by numerous examples, we see that however it may be with other nations, Americans need never dread to begin on Friday any undertaking, however momentous it may be.—*Norfolk Beacon.*

Above all, let it be remembered that it was on Friday that the great sacrifice was offered for the salvation of the world. Well may we call it Good Friday!—*Western Pilot.*

WINE MADE, BUT NOT FROM GRAPES.—Mr. Musgrave, in his account of a visit to Champagne, says of a wine manufacturer, Mons. L—, of Rheims:

He here pointed out nine casks lying in the court-yard, containing a ton of white sugar from the Isle of Bourbon, every pound of which cost ninepence. Hereupon I requested him to show me some of the genuine liquor—in the state, that is, in which it leaves the *pressoir* after the regular fermentation process, and before sweetening syrup is added. He presently selected a bottle from some bins at hand, opened it and poured out a glassful. A more unpalatable drink, under the denomination of wine, I never tasted. It was like Sauterne mixed with wormwood.

"Now," said Mons. L—, "I have taken out two glasses from this bottle. Here is a bottle of sweetened syrup, from which I will fill up the deficiency you have just seen created."

I witnessed this filling up; and he then handed the bottle to a cellarman, who corked and strung it in my presence.

"That," said he, "will, at no distant date, become a bottle of the primest quality. It is the Verzenay growth."

At dinner, at the house of Monsieur L—, on the same day, the following scene occurred:

"And now," said mine host, "let me offer you some of the best wine we have to boast of at Rheims."

The string and wire were instantly cut, and away went the cork on its aerial travels. Our glasses overflowed with the creamy stream, and my lips with compliments on its unsurpassed excellence immediately afterwards. It was, indeed, beautiful wine. When all the eulogium which such a creditable sample elicited had been exhausted, and the sober certainty alone remained of having lived—

"Thus to clasp perfection," the announcement was quietly made, of the bottle just emptied being the identical one from which I had endeavoured in vain, to drink a quarter of a glassful two hours previous.

THE TRUE COURSE.—So live with men as if God saw you; so speak to God as if men heard you.

The First Step.

READER,—I believe there are many persons who have real desires for salvation, but know not what steps to take, or where to begin. Their consciences are awakened. Their feelings are excited. Their understandings are enlightened. They would like to alter and become true Christians. But they do not know what should be their first step.

Reader, if this be the state of your soul, let me offer you some advice. I will show you where to begin. I will tell you what step you ought to take, and may take this very day.

In every journey there must be a first step. There must be a change from sitting still to moving forward. The journeyings of Israel from Egypt to Canaan were long and wearisome. Forty years passed away before they crossed Jordan. Yet there was some one who moved first when they marched from Rameses to Succoth. When does a man really take his first step in coming out from sin and the world? He does it in the day when he first prays with his heart.

In every building the first stone must be laid, and the first blow must be struck. The ark was 120 years in building. Yet there was a day when Noah laid his axe to the first tree he cut down to form it. The temple of Solomon was a glorious building. But there was a day when the first huge stone was laid at the foot of Mount Moriah. When does the building of the Spirit really begin to appear in a man's heart? It begins, so far as we can judge, *when he first pours out his heart to God in prayer.*

Reader, if you desire salvation, and want to know what to do, I advise you to go this very day to the Lord Jesus Christ, in the first private place you can find, and entreat Him in prayer to save your soul.

Tell him that you have heard that He receives sinners, and has said, "Him that cometh unto me I will in nowise cast out." Tell Him that you are a poor vile sinner, and that you come to Him on the faith of His own invitation. Tell Him you put yourself wholly and entirely in His hands—that you feel vile and helpless, and hopeless in yourself—and that except He saves you, you have no hope to be saved at all. Beseech Him to deliver you from the guilt, the power, and the consequences of sin. Beseech Him to pardon and wash you in His own blood. Beseech Him to give you a new heart, and plant the Holy Spirit in your soul. Beseech Him to give you grace, and faith, and will, and power to be His disciple and servant from this day forever. Oh! reader, go this very day, and tell these things to the Lord Jesus Christ, if you really are in earnest about your soul.

Tell Him, in your own way, and your own words. If a doctor came to see you when sick, you could tell him where you felt sick. If your soul feels its disease indeed, you can surely find something to tell Christ.

Doubt not his willingness to save you, because you are a sinner. It is Christ's office to save sinners. He says Himself: "I came not to call the righteous, but sinners to repentance." (Luke v. 32.)

Wait not, because you feel unworthy. Wait for nothing. Wait for nobody. Wait-

ing comes from the devil. Just as you are, go to Christ. The worse you are, the more need you have to apply to Him. You will never mend yourself by staying away.

Fear not, because your prayer is stammering, your words feeble, and your language poor. Jesus can understand you. Just as a mother understands the first babblings of her infant, so does the blessed Saviour understand sinners. He can read a sigh, and see a meaning in a groan.

Despair not, because you do not get an answer immediately. While you are speaking Jesus is listening. If he delays an answer, it is only for wise reasons, and to try if you are in earnest. Pray on, and the answer will surely come. Though it tarry, wait for it. It will surely come at last.

Oh! reader, if you have any desire to be saved, remember the advice I have given you this day. Act upon it honestly and heartily, and you shall be saved.

Do not say you *know not how to pray*. Prayer is the simplest act in all religion. It is simply speaking to God. It needs neither learning, nor wisdom, nor book-knowledge to begin it. It needs nothing but heart and will. The weakest infant can cry when he is hungry. The poorest beggar can hold out his hand for an alms, and does not wait to find fine words. The most ignorant man will find something to say to God, if he has only a mind.

Do not say you have *no convenient place* to pray in. Any man can find a place private enough, if he is disposed. Our Lord prayed on a mountain; Peter on the housetop; Isaac in the field; Nathaniel under the fig-tree; Jonah in the whale's belly. Any place may become a closet, an oratory, and a Bethel, and be to us the presence of God.

Do not say *you have no time*. There is plenty of time, if men will only employ it. Time may be short, but time is always long enough for prayer. Daniel had all the affairs of a kingdom on his hands, and yet he prayed three times a day. David was ruler over a mighty nation, and yet he says: "Evening and morning and at noon will I pray." (Psalm lv. 17.) When time is really wanted, time can always be found.

Reader, salvation is very near you. Do not lose heaven for want of asking. Go this day, and *take the first step.*—Rev. J. C. Ryle.

WHY DON'T HUSBANDS WRITE WHEN AWAY FROM HOME?—A few days ago a man returned to Lowell, after a four years absence in Australia, and found his wife married again and with a child by her second husband. The wife justifies her second marriage on the ground of the supposed death of her first husband, to whom, now that he has made his appearance, she is ready to return. The second husband has taken possession of the babe, and the other parties will take legal proceedings for its recovery.

A SEASONABLE ITEM.—If you want cool water, and can't get ice, wrap your pitcher in two or three folds of coarse cloth, and keep it constantly wet. The philosophy of the thing is that the evaporation carries off the heat, and leaves the water at very nearly freezing point.

ADVERTISEMENTS.



MR. & MRS. THURM, MANAGERS.

THE HOUSE IS NOW OPEN FOR THE ACCOMMODATION of Seamen. Board and Lodging will be furnished on the most reasonable terms. The Managers, having for several years kept a private boarding-house in Honolulu, and during that period accommodated many seamen, hope to receive the patronage of the seafaring community. Seamen may rest assured that no efforts will be spared to furnish them a comfortable home during their stay in port. Boarders accommodated by the week or single meals. Seamen patronizing the Sailors' Home will find that the improvements recently made will afford more accommodation and greater comfort, having several additional sleeping rooms—the whole enlarged and thoroughly ventilated.

In connection with the Sailors' Home is a Shipping Office, where applications from Captains requiring Seamen will be punctually attended to. Board and Lodging for Seamen, per week, - \$5 00 Private Table, for Officers, per week, - \$6 00 Apply for Board at the office, in the dining-room.

Honolulu, Sept. 1857.

10-1f

POST OFFICE NOTICE.

RATES of POSTAGE ON LETTERS FROM THE SANDWICH ISLANDS:

| | |
|---|------|
| On single letters to the United States, (East,) 17 cts. | |
| " " to Great Britain, - - - | 36 " |
| " " to France, - - - | 33 " |
| " " to Germany and Prussia, - - | 37 " |
| " " to Russia and Finland, - - | 44 " |
| " " to Canada and British N. A., - | 22 " |
| " " to Azores or Western Islands, via Southampton and Lisbon, - | 70 " |
| " " to Valparaiso and South American Republics, - | 41 " |
| " " to Mexican Ports, - - - | 17 " |
| " " to Panama, - - - | 27 " |

The above rates are for letters weighing half an ounce or less, and double the above rates for each additional half ounce.

Letters dropped into the Post Office without the postage being paid, will not be forwarded. 10-1f

THE READING-ROOM

AT THE SAILOR'S HOME IS OPEN, AND free to the public; and all seamen visiting this port, are especially invited to make it a place of resort, whether they board at the Home, or other boarding-houses in Honolulu, or are connected with the shipping. During the shipping season it will be lighted evenings.

Seamen visiting the Reading-Room, and desirous of writing letters, will be furnished with "pen, ink, and paper," gratis, by applying to the person having charge of the Room. 1f

A CARD.

THE UNDERSIGNED, lately wrecked in the ship *Indian Chief*, was treated very kindly by the natives of East Cape, in the Arctic Ocean, and he would recommend that each master passing there should make the natives some present, (say a box of tobacco, which they prize highly,) in order that their friendship may be retained, to the benefit of any seamen who in future should be so unfortunate as to be wrecked in that region. PHILO HUNTLEY.

Late Master Ship *Indian Chief*.

Honolulu, Oct. 28, 1857.

10-1f

J. WORTH,

HAVING established himself in business at Hilo, Hawaii, is prepared to furnish ships with Recruits, on favorable terms for Cash, Goods or Bills on the United States.

ADVERTISEMENTS.

PUBLIC NOTICE.

THE GOVERNOR OF OAHU SHALL cause a Bell to be rung at the Port of Honolulu, at nine and a half o'clock of each evening, as a signal to all Mariners at that time on shore without his permission, to return on board their vessels; and it shall be incumbent upon them to do so, upon pain of two dollars fine, if apprehended at or after ten o'clock of the evening, when said Governor shall cause the Bell to be again rung, as a signal for their apprehension.

Whoever furiously, or heedlessly of the safety of others, rides any horse or other animal, or drives or conducts any vehicle, though the personal safety of any person be not endangered thereby, shall be punished by a fine not less than five dollars nor exceeding one hundred.

Whoever is found drunk in any street, road or other public place, from the use of intoxicating liquor, shall, on the first conviction for such offense, be punished by a fine not exceeding six dollars, and on any conviction of any like offense committed after the first conviction, by a fine not exceeding twelve dollars, or by imprisonment not more than three months.

All loud noise by night is taboo. Whoever, after sunset, shall, by hallooing, singing in the streets, or in any other way, make any disturbance or disorderly noise, in any village, town or part of this kingdom, without justifiable cause for so doing, shall be liable to summary arrest and imprisonment by any constable or police officer, and upon conviction be punished by a fine not exceeding ten dollars.

Any person not authorized by law, who shall carry or be armed with any bowie-knife, sword-cane, pistol, air-gun, slung-shot, or other deadly weapon, shall be liable to a fine of no more than thirty and no less than ten dollars, or in default of payment of such fine, to imprisonment at hard labor for a term not exceeding two months, and no less than fifteen days, upon conviction of such offense before any district magistrate, unless good cause be shown for having such dangerous weapons; and any such person may be immediately arrested without warrant, by the Marshal, or any Sheriff, Constable, or other officer or person, until he can be taken before such magistrate.

Every foreign seaman, of whose desertion from any vessel due notice shall have been given, and every seaman discharged contrary to the provisions of the article, shall be apprehended, and if not returned to his vessel, shall be put at the disposal of his proper Consul or Commercial Agent; but if he refuse to receive him under charge of his Consulate, said deserter shall be put to hard labor until he quits the country.

Every Seaman who shall be found on shore after the sixty days limited by his permit have expired, will be arrested as a deserter, and confined in the fort until he shall leave the kingdom.

Whoever rescues any prisoner, or persons lawfully held in custody, on conviction or charge of any offense, or as a witness on a criminal charge, or aids or assists any such prisoner, witness or person so held in custody, in his design or endeavor to escape, whether his escape be or be not effected or attempted, or conveys into any fort or other prison any disguise, tool, weapon, or other thing adapted to facilitate, and with intent to facilitate the escape therefrom of any such prisoner, witness or other person, shall, in case the aforesaid offense or criminal charge be capital, or punishable by imprisonment for life or for ten years or more, be punished by imprisonment at hard labor not more than three years, and by fine not exceeding five hundred dollars; in any other case, he shall be punished by imprisonment at hard labor not more than one year, and fine not exceeding one hundred dollars. 10-tf

NAVIGATION TAUGHT.

NAVIGATION, in all its branches, taught by the Subscriber. The writer likewise begs to intimate that he will give instruction to a limited number of pupils in English reading and grammar, geography, writing, arithmetic, &c. Residence, cottage at the back of Mr. Love's house, Nuuanu-street. DANIEL SMITH.

Honolulu, March 26, 1857. tf

IRON HURDLES

FOR SALE at the Hudson's Bay Company's Store, eight feet long—three dollars each. tf

ADVERTISEMENTS.

INFORMATION WANTED.

RESPECTING CHARLES TWOKEY or TWAY, of Geneva, New York. He sailed in 1850 or 1851, from Calais, Maine, on board the *Tennessee*, bound to the West Indies. He was next heard from on board the whale ship *Neptune*, Capt. Green, in Honolulu, about two or three years after. It is confidently supposed that, if alive, he is on board some whale ship in the Pacific. Should he visit the Islands, he is requested to call upon the Seamen's Chaplain; or, should this notice meet his eye, to write to the Chaplain, or communicate with his sister, Miss A. T. Ending, in Geneva, N. Y.

—ALSO—

Respecting a sailor by the name of **PARTRIDGE**, whose friends reside in West Eaton, N. Y.

—ALSO—

Respecting **JOHN WHARRIE** or McWHARRIE, who left some one of Elias Perkins' whaling vessels, at Honolulu, in 1853 or 1854.

—ALSO—

Respecting **W. S. Haven**, reported to have jumped overboard from the whale ship *Good Return*, Capt. Wing, on the 29th of March, 1856, while the vessel was lying at anchor in, or lying off and on the port of Honolulu. Any information relating to this young man will be most gladly received by the editor of the *Friend*. 5-tf

"THE FRIEND" SENT ABROAD.

OUR LIST OF FOREIGN SUBSCRIBERS has been increasing for several years, and is now larger than ever before. We should rejoice to have it become so large that the *Friend* might become a self-supporting paper, and the necessity removed of calling for donations. When that time arrives, our patrons may be sure they will not find us appealing for funds.

The *Friend* will be sent to any part of the United States, and the Hawaiian and United States postage prepaid, or included, for \$2 50.

Any sailor subscribing for the paper to forward to his friends, will receive a bound volume for the last year *gratis*.

\$5 For Three Years.

For \$5, the publisher will send the paper (POSTAGE INCLUDED) for one year, and furnish a bound volume for 1856, together with all the numbers for the current year. This liberal offer includes a subscription of the *Friend* for THREE YEARS.

Bound volumes for sale at the Chaplain's Study and Depository, at the Sailors' Home. A deduction will be made to those purchasing several volumes, and always furnished to seamen at cost price.

We desire to call the special attention of all masters, officers and seamen to the importance of doing their part towards sustaining this paper. It was never intended to make the paper a money-making concern. The publisher prints 1,000 copies of each number for gratuitous distribution among seamen visiting Honolulu, Lahaina and Hilo. This rule has been practiced for more than ten years, and hence the paper has become so generally circulated among seamen in all parts of the Pacific. tf

BIBLE, BOOK AND TRACT DEPOSITORY, SAILOR'S HOME, HONOLULU.

BIBLES, BOOKS AND TRACTS, in the English, French, Portuguese, German, Welsh, Swedish and Spanish languages. These books are offered for sale, at cost prices, by the Hawaiian Bible and Tract Societies, but furnished

GRATUITOUSLY TO SEAMEN.

Also, Office of *The Friend*, bound volumes for sale. Subscriptions received.

N. B.—Seamen belonging to vessels lying "off and on," will be supplied with books and papers, by calling at the Depository, from 12 to 3 o'clock P. M.

S. C. DAMON,

Seamen's Chaplain.

NEW BOOKS.

BY HARRIET & JESSIE—A large supply of books published by the American Tract Society was received, including standard publications and a few new works. For sale at Bible and Tract Depository of Sailors' Home. au-tf

MASTS OF ALL SIZES.

FOR SALE BY

H. HACKFELD & CO.

ADVERTISEMENTS.

NOTICE TO WHALEMEN.

MACY & LAW,

—DEALERS IN—

WHALEMEN'S SUPPLIES AND GENERAL MERCHANDISE,

Kawihae, Hawaii.

CONSTANTLY ON HAND a good supply of Hawaiian beef, potatoes, hogs, sheep and numerous other articles required by whalemén. The above articles can be furnished at the shortest notice and on the most reasonable terms in exchange for bills on the United States or orders on any merchant at the Islands. No charge made on inter-island exchange.

Beef packed to order and warranted to keep in any climate. 3-tf

B. W. FIELD,

COMMISSION MERCHANT,

HONOLULU, OAHU, H. I.

By Permission, he Refers to

C. W. Cartwright, President of Manufacturers' Insurance Company, Boston;

H. A. Pierce, Boston;

Thayer, Rice & Co., Boston;

Edward Mott Robinson, New Bedford;

John W. Barrett & Sons, Nantucket;

Perkins & Smith, New London.

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SAM'L N. CASTLE.

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IMPORTERS AND WHOLESALE AND RETAIL

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GENERAL MERCHANDISE,

At the old stand, corner of King and School streets, near the large Stone Church. Also, at the Store formerly occupied by C. H. Nicholson, in King street, opposite the Seamen's Chapel.

C. H. WETMORE,

PHYSICIAN AND SURGEON,

HILO, HAWAII, S. I.

N. B.—Medicine Chests carefully replenished, and on reasonable terms.

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Office, corner of Fort and Merchant streets. Office open from 9 A. M. to 4 P. M.

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GENERAL MERCHANDISE, AND HAWAIIAN PRODUCE,

BYRON'S BAY, HILO, HAWAII, S. I.

All Stores required by whale ships and others, supplied on reasonable terms, and at the shortest notice.

WANTED—Exchange on the United States and Europe. Oct. 2, 1854.

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Office in the New Drug Store, corner of Kaahumanu and Queen streets, Makee & Anthon's Block. Open day and night.

GILMAN & CO.,

Ship Chandlers and General Agents,

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Ships supplied with Recruits, Storage and Money.

THE FRIEND:

A MONTHLY JOURNAL, DEVOTED TO TEMPERANCE, SEAMEN, MARINE AND GENERAL INTELLIGENCE,

PUBLISHED AND EDITED BY

SAMUL C. DAMON.

TERMS:

| | | |
|----------------------|---------|--------|
| One copy, per annum, | - - - - | \$2.00 |
| Two copies, | - - - - | 3.00 |
| Five copies, | - - - - | 5.00 |

MARINE JOURNAL.

PORT OF HONOLULU, H. I.

ARRIVALS.

- Oct. 22—Haw brig Victoria, Corson, fm Arctic.
 22—Fr wh ship Espadon, nd report.
 22—Am wh ship Charles Carroll, Parsons, fm Kodiack.
 22—Am wh bark Harvest, Winslow, fm Japan.
 23—Haw schr Dolphin, Falkner, 18 days from Christmas Island.
 23—Am wh ship Julian, Cleveland, fm Bristol Bay.
 23—Am wh ship Josephine, Allen, fm Ochotsk.
 23—Am wh ship Kutusoff, Wing, fm Ochotsk.
 24—Am wh ship Ontario, Tooker, fm Ochotsk.
 24—Am wh ship Braganza, Jackson, fm Kodiack.
 24—Haw brig Emma, Bent, fm Fanning's Island.
 24—Ships Navigator, Fisher, and Cleone, Simmons, off and on, bound on southern cruise.
 24—Am wh ship Newburyport, off and on, bound to cruise.
 24—Am wh ship Gay Head, Lowen, off and on, sailed same day for New Zealand.
 27—Haw brig Advance, Robbins, 25 days fm Port Ludlow, Washington Territory.
 27—Am wh ships Draper, Sanford, and Norman, Ray, off and on, and sailed again to cruise.
 28—Am barkentine Jenny Ford, Sargent, 23 days from Teekaleet, Washington Territory.
 29—Am wh ship Magnolia, Cox, fm Ochotsk, via Kauai.
 31—Am wh ships Vineyard, Caswell, fm Ochotsk, 1200 wh, 12,000 bone; Sea Breeze, Jones, fm Lahaina, lay off and on, and sailed to cruise westward.
 Nov. 1—Am wh ships Frances Henrietta, Drew, from Ochotsk; Sharon, King, do, off and on; Sheffield, Green, do; bark Warren, Wilcox, do do.
 2—Am wh ships Janus, Winslow, fm Ochotsk; Montauk, French, from do; Lancaster, Carver, do do; barks Barnstable, Fish, do; Bhering, Morse, 26 days fm Petropaulsk; Fr ship Gustav, Gillies, fm Ochotsk; ships Ocean Wave, and Emily Morgan, off and on.
 3—Am whale ships Syren Queen, Phillips, from Ochotsk; Florida, Williams, do do; Corinthian, Russell, do do; Marengo, Skinner, do do; Splendid, Pierson, do do; Champion, Gray, do do; Roman, Devol, do do; California, Manchester, do do; barks Harmony, Bumpus, do do; Italy, Babcock, do do.
 4—Am wh ships China, Thompson, from Ochotsk; Cambria, Pease, do do; South Seaman, Norton, do do; Triton 2d, off and on; merchant ship Gladiator, Williams, 147 days from New Bedford.
 4—Am wh bark Alice, Penny, from Ochotsk.
 4—New Gren. brig Colibri, Keer, 52 days fm Hongkong.
 5—Whaling brig Hawaii, Rahe, 15 bls. Capt R. reports having sustained a series of accidents, the last of which is that the brig sprung leak 12 days ago, and is now leaking 700 strokes per hour.
 5—Am wh bk Eagle, McNeely, not reported yet.

DEPARTURES.

- Oct. 23—H. B. M.'s ship Plumper, Richards, for Vancouver's Island.
 24—Am wh ship Mercury, Hayden, for New Guinea.
 25—Fr wh ship Espadon, Homot, for Kealakekua.
 25—Tybee, Freeman, for coast of California.
 26—Florida, Fish, for New Zealand.
 27—Am clipper ship Fortuna, Scudder, for Manila.
 28—Am wh ship South America, Walker, to cruise.
 31—Br brig Recovery, Mitchell, for Vancouver's Island.
 Nov. 1—Am barkentine Jenny Ford, Sargent, for Teekaleet, Oregon Territory.
 2—Sarah Sheaf, Loper, to cruise.
 2—Sarotoga, Slocum, to cruise.
 3—Addison, Lawrence, to cruise.

MEMORANDA.

To Masters of Whaleships and other Vessels.

As the longitude of Christmas Island and Fanning's Island are incorrect on most charts, we re-publish the correct location, as given in our issue of July 30.

FANNING'S ISLAND.—The harbor of Fanning's Island lies in N. lat. 3° 49'; W. long. 159° 20'. Approach the island from the east, and sail round the south side. There is no such island in this vicinity as is laid down on the charts as "American Island."

CHRISTMAS ISLAND.—The harbor, which is under the lee of the N. W. point of the island, as in N. lat. 1° 58'; W. long. 157° 30'. The east point of the island lies about 45 to 50 miles eastward of the anchorage, and vessels, in approaching, cannot be too careful of this point, as it is here where nearly all the wrecks occur. The island is not more than eight feet in height, and cannot be seen from a ship's deck more than seven or eight miles off.

DIANA SHOAL.—This shoal has never, we believe, been laid down on any chart. It lies in N. lat. 8° 40'; W. long. 157° 20'. It was discovered by Capt. English, of Fanning's Island, and has on it only six feet of water. The observation was taken at midday, within a short distance of the shoal, and may be relied on as correct.

Marine Telegraph Notice.

Masters and Officers of vessels bound to or past Honolulu, are requested to take notice that a Marine Telegraph has been erected on the ridge connecting Diamond Head with the mountain island, and all vessels passing within ten miles of the head will be reported. China bound vessels can display their signals without calling out a pilot. The national ensign at the main is a signal for having a United States mail on board for Honolulu. A signal should be displayed at the fore only when a pilot is wanted. Vessels can run along within two miles of the shore with perfect safety, and without any risk of losing the trade wind. A news-boat will always be sent off to clippers passing the port without expense to the vessel.

Capt. Bent, of the brig Emma, reports having passed a Russian transport ship steering north, in lat. 13° N., long. 156° 56' W. The Emma was eleven days from Honolulu to Fanning's Island, remained there eight days, and was thirty-three days to Tahiti, experiencing constant westerly winds. Discharged 40 tons coconut oil at Tahiti, and after a stay there of 12 days, sailed again for Fanning's Island and from thence to Honolulu.

The Jenny Ford left at Teekaleet, ship Eli Whitney, to sail for Sydney in three days, and would probably touch at Honolulu.

Ship Harriet Hoxie, of Mystic, 660 tons, well found in sails, rigging, &c., and in complete order, has been purchased by parties in New York for \$24,000 cash, for the Antwerp trade.

Whaleship Phanix, of New London, has recently been purchased by Mr. George Huntley, Capt. Benj. Hempstead and others, and will be continued in the whaling business from that port under command of Capt. Hempstead.—N. B. Mercury.

Report of whalers heard from in Ochotsk Sea, by Capt. Morse, of bark Bhering, from Petropaulsk, Oct. 6.—Bark Phonix, Hinckley, 1200 bls.; Sarah, 1000 do; Adeline, 500 do; Louisa, 700 do; Courier, 80 do. Fleet in Mercury Bay doing nothing. All the ships intended to remain as late as possible.

We learn from Capt. Cox, that in the early part of July a boat belonging to the South Boston, was capsized at the mouth of Tavisk river, and the chief mate, Mr. Butts, and the whole boat's crew, with the exception of the boatswain, were drowned. Their remains were subsequently recovered and interred at Tavisk town.

By way of Tahiti, we learn that the brig Primo, from Sydney with a cargo of merchandise for Honolulu, belonging to Mr. Henry Nathan, (who was on board), sprung a leak and foundered at sea, one day out from Sydney. No lives lost.

The C. W. Morgan, commences heaving out this morning, having come into port leaking. The Faith, (late merchantman) has also been hove down to repair.

EXPORTS.

For New Bedford—per John Land:

| PACKAGES. | | | |
|-----------|--------|-------|-------------------------|
| Sperm. | Whale. | Bone. | |
| 13 | 50 | 311 | Ex bark J. D. Thompson. |
| 9 | 47 | 42 | " Tybee. |
| 17 | 121 | 216 | " South America. |
| 3 | 269 | 200 | ship Japan. |
| 6 | 123 | 101 | " Emerald. |
| 3 | 103 | 60 | " Rainbow. |
| | 159 | 78 | bark Sarah Sheaf. |

Packages bone.—184, ex ships Good Return; 91, ex Addison; 65 ex Florida; 34, ex Carlisle; 78, ex John Howland; 32, ex Saratoga; 76, ex Huntsville; 35, ex James Maury; 97, ex C. W. Morgan; 252, ex Ontario; 30, ex Silver Cloud; 65, ex Benj. Tucker; 72, ex Rambler; 232, ex Josephine; 72, ex Kutusoff; 23, ex Braganza; 40, ex Arctic; 200 ex Sheffield; —, ex Vineyard; 190, ex barks Kingfisher; 34, ex Baltic. 31 packages old copper, from D. M. Weston; 555 hides, 1300 goat skins, 3 bales wool, from Krull & Moll; 41 bales wool and 100 casks tallow from E. P. Adams.

PASSENGERS.

From PORT LUDLOW, W. T.—per Advance, Oct 26—Mrs. D. Burns, Dr. L. C. Kinney.
 From TEKALEET, W. T.—per Jenny Ford—Mr. W. Briggs.
 From PETROPOLSK—per Bhering, Nov 2—George S. Cushing, P. M. Collins.

PORT OF LAHAINA.

ARRIVALS.

- Oct. 21—Olympia, Ryan, 150 wh, from Bristol Bay.
 22—Virgilant, McCleave, 70 sp, from Japan.
 22—Julian, Cleveland, 1000 wh, 10,000 bone, from Kodiack.
 22—Elizabeth (French), Angneil, 800 wh, 8000 bone, from Kodiack.
 22—Ontario, Tooker, 1,900 wh, 23,000 bone, fm Ochotsk.
 22—Prudent, Hamilton, 90 sp, 750 wh, 7000 bone, fm Bristol Bay.
 22—Timor, White, 160 sp, 500 wh, 700 bone.
 22—Kingfisher, Palmer, 1500 wh, 16,000 bone, fm Ochotsk.
 23—Antelope, Potter, 180 sp, from Japan Sea.
 23—John Coggeshall, Lambert, 300 wh, 7000 bone.
 23—Columbia, Folger, 250 sperm.
 23—Henry Taber, Ewer, 100 sperm.
 23—Jeannette, Peirce, 700 wh, 6000 bone.
 23—Florence, Champlin, 200 sperm.
 23—Cicero, Courtney, 145 wh, 2200 bone.
 24—Triton 2d, White, 650 wh, 6000 bone.
 24—Brutus, Henry, 2000 wh, 30,000 bone.
 24—Joseph Meigs, Coffin, 250 wh, 1300 bone.
 24—Nil (Fr), Grandaigne, 160 sp, 350 wh, 3400 bone.
 24—Caroline, Gifford, 80 sp, 150 wh, 3000 bone.
 27—Am wh bark Wolga, Crowell, 150 wh, 3000 bone.
 Nov. 2—Walter Scott, Collins, 600 wh, 7000 bone.
 2—Three Brothers, Cleveland, 40 sp, 1000 wh, 12,500 bone.

DEPARTURES.

- Oct. 21—Navigator, Fisher, for New Zealand.
 21—Onward, Norton, for Honolulu.
 22—Julian, Cleveland, for Honolulu.
 23—Tahmaroo, Robinson, for Chile.
 23—Gay Head, Lowen, for New Zealand.
 23—Draper, Sanford, to cruise.
 23—Newburyport, Crandall, for Honolulu.
 23—Ontario, Tooker, for Honolulu.
 24—Kingfisher, Palmer, for Honolulu.
 24—Cleone, Simmons, to cruise and home.
 26—Norman, Ray, for Honolulu.
 26—Caroline, Gifford, for New Zealand.
 28—Timor, White, to cruise.
 28—Emily Morgan, to cruise.
 30—Sea Breeze, Jones, to cruise.

PORT OF HILO, H. I.

- Oct. 23—Am wh ship Reindeer, Ashley, 1400 wh, 22000 bone.
 23—Am wh ship Arnolda, Sarven, 750 wh, 10,000 bone.
 24—Am wh ship Northern Light, Chapel, 1050 wh, 10,000 bone.

MARRIED.

In Honolulu, Nov. 1st, by the Rev. Mr. Herman, Mr. DENNIS KELLY, of Lowell, Mass., to Miss SARAH, eldest daughter of Mr. J. O'Neill, of Dublin, Ireland.

DIED.

October 28, at the residence of Mrs. Irwin, Honolulu, S. I., of pulmonary consumption, ALEXANDER M. ZABRISKIE, of Oroville, Butte County, California, second son of Col. Jas. Zabriskie, of Sacramento, aged 23.

On board bark Jenny Ford, six days from Teekaleet, W. T., Mr. ANCO BRIGGS, of Port Townsend, aged 19 years.

In Honolulu, 4th inst., CAPT. H. N. CRABH, aged 57 years, a native of Middletown, Dauphin County, Penn. He entered the U. S. Marine Corps in 1821, and, after rising to the rank of captain, he resigned in 1837. In 1847 he was appointed Naval Storekeeper at Honolulu, which post he retained until the store was removed from the islands in 1850. He was highly esteemed and is much lamented by all who knew him.

On board ship Northern Light, Chapel, March 27, 1857, from injuries received by falling from the main yard, LEWIS SWART, a native of New York.

At sea, October 25, on board ship China, MATTHEW LOPEZ, a native of Cape de Verde.

Drowned, by the upsetting of a boat, HENRY KINGSBURY, August 10, 1857. He was a seaman on board the Florida, and a native of Connecticut.

PLACES OF WORSHIP.

SEAMEN'S BETHEL.—Rev. S. C. Damon Chaplain—King street, near the Sailors' Home. Preaching on Sundays at 11 A. M. and 7½ P. M. Seats free. Sabbath School after the morning services.

FORT STREET CHURCH.—Corner of Fort and Beretania sts., —Rev. J. D. Strong, Pastor. Preaching on Sundays at 11 A. M. and 7½ P. M. Sabbath School meets at 10 A. M.

METHODIST CHURCH.—Nuuanu avenue, corner of Tuvalu street.—Rev. Wm. S. Turner, Pastor. Preaching every Sunday at 11 A. M. and 7½ P. M. Seats free. Sabbath School meets at 10 A. M.

KING'S CHAPEL.—King street, above the Palace.—Rev. E. W. Clark Pastor. Services, in Hawaiian every Sunday at 9½ A. M. and 3 P. M.

CATHOLIC CHURCH.—Fort street, near Beretania—under the charge of Rt. Rev. Bishop Maigret, assisted by Abbe Modeste. Services every Sunday at 10 A. M. and 2 P. M.

To the Owners, and Persons interested in Whaleships in the Pacific Ocean.

OFFICE OF THE PANAMA RAIL-ROAD COMPANY, }
 NEW YORK, July 20, 1857. }



The Panama Rail-Road Company takes this method of informing those interested in the Whaling business, of the advantages offered by the Railroad across the Isthmus of Panama, for the shipment of Oil from the Pacific to the United States, and for sending outfits and supplies from the United States to Panama.

The Railroad has been in regular and successful operation for more than two years, and its capacity for the transportation of every description of merchandise, including Oil, Provisions, &c., has been fully tested. The attention of several Captains of whaleships has recently been turned to the subject of shipping their oil from Panama to New York during the present season, and the Panama Rail-Road Company has made arrangements to afford every facility which may be required for the accomplishment of this important object. A Pier, 450 feet long, has been built in the bay of Panama, to the end of which Freight Cars are run to receive cargoes from lighters or vessels lying alongside, and deliver the same alongside of vessels at Aspinwall. Vessels of from 200 to 300 tons can lie at the Pier with safety, grounding in the mud at low water.

The vessels to and from Aspinwall are fast-sailing brigs, belonging to the Rail-Road Company, and the Company is prepared to receive oil at Panama and deliver it in New York, under thorough Bills of Lading, at the rate of eight cents per gallon, if received at the Pier, and nine cents per gallon if received in the harbor from ship's tackles, charging for the capacity of the casks, without allowing for wantage. This charge covers every expense from Panama to New York, in case the oil is sent through the Superintendent or Commercial Agent of the Panama Rail-Road Company, insurance excepted. The freights may be made payable on the Isthmus or in New York at the option of the shipper.

The vessels of the Company sail regularly semi-monthly, and the average passages to and from Aspinwall are about twenty to twenty-five days. The time occupied in crossing the Isthmus is four hours. Oil, during its transit across the Isthmus, will be covered with canvas, or conveyed in covered cars, and owners may be assured that every care will be taken to prevent leakage. Several cargoes have already been conveyed to New York without the slightest loss.

Oil or other goods consigned for transportation to the Superintendent of the Panama Rail-Road Company, or to William Nelson, Commercial Agent of the Company at Panama, will be received and forwarded with the greatest despatch.

Frederic L. Hanks has been appointed Agent at Honolulu, Sandwich Islands, and is prepared to furnish every requisite information to shippers.

JOS. F. JOY, Secretary

FREDERIC L. HANKS,
 Agent Panama R. R. Co., Honolulu S. I.



New Series, Vol. 5, No. 12.

HONOLULU, DECEMBER 1, 1857.

{Old Series, Vol. 14.

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THE FRIEND.

DECEMBER 1, 1857.

End of Volume XIV.

Another year has run its rapid round, and ere we seemed to be aware of it, another volume of *The Friend* is brought to a close. It would be easy to indulge in the usual strain of moralizing, but the tide of life rushes rather too quick for such musings. Present calls to duty crowd out reflections upon the past, or forethought respecting the future. With one brief remark to our readers upon sea and land, we shall close: Settle up all your accounts; not only pay the printer, but the grocer and every body else. It is your duty, at least once every year, to know just how your accounts stand. Ascertain how much you owe others and how much others may owe you. Pay up your small bills, and arrange affairs with your larger creditors. If persons owe you who are really poor, refuse not to make a good deduction in order to effect a settlement. When your accounts are fairly and honorably settled up for the year, and even a small balance remains, remember the poor and unfortunate. Aid those needing assistance. "The poor ye have always with you," is the saying of Him who spake as never man spake. "As ye would that men should do to you, do ye also to them likewise," then, if spared to see a new year, you will be able to look every man full in the face, and manfully summon your energies to fight the battle of life. A new volume of *The Friend* will be commenced, January 1, 1858.

CARPERS.—Webster defines a carper as "one who carps;" but that does not furnish a very definite idea of the class of persons denominated *carpers*. Turning to another column of Webster's Dictionary, another definition worthy of attention presents itself. *Carp* literally means, "to snap or catch at or to pick." Hence, to censure, cavil, or find fault, particularly without reason or petulantly. We now know what the great lexicographer meant by a *carper*, viz: a person censuring, caviling, finding fault, particularly without reason, or petulently. We wonder if any one is ready to acknowledge himself a carper! No, certainly not. Many may read these lines who carp, but not one would acknowledge himself a carper. Carping is bad business. The carper is generally self-conceited and selfish, cross-grained and snarlish in his disposition. If there is a good, bright, fair, cheerful and sunny side to a question, the carper will be sure to look at it, with his eyes awry and askew. He can see notes in other peoples' eyes, but not beams in his own eyes. The carper is ever ready to find fault with all who may differ from him, in matters religious, political, literary or scientific. With no class, however, carpers find more fault than with Trustees, Directors, Presidents, or Treasurers of benevolent institutions. The carper regards such personages as *ex officio*, rogues, scamps, and rascals, deceiving the public and embezzling funds. Gentle reader, do not for a moment imagine that we mean you, or anybody living in these ends of the earth. Oh, no! Webster's Dictionary was not published at the Sandwich Islands, and of course, the class of persons denominated carpers is not to be found here! Carpers, if they exist any where, it must be in other and less civilized communities.

Honolulu subscribers, for the past year, please pay the carrier; Lahaina subscribers, the Rev. S. E. Bishop, and Hilo subscribers, the Rev. T. Coan.

THIRD ANNIVERSARY OF THE H. S. H. SOCIETY.—The Sailors' Home Society held its third anniversary, at the Bethel, Friday evening, Nov. 13, Judge Robertson in the chair. Reports of the Treasurer and Executive Committee were read, and will be found in another part of our columns. A collection was taken up, amounting to \$74 75. Six new Trustees were chosen, agreeably to the Constitution. The following list will show who are the Trustees for the present, and their terms of service:

FIRST CLASS, TERM EXPIRES 1858.—Thomas Spencer, J. T. Waterhouse, H. M. Whitney, G. M. Robertson, H. J. H. Holdsworth, H. Hackfeld.
SECOND CLASS, TERM EXPIRES 1859.—Kamehameha IV, G. P. Judd, S. C. Damon, John H. C. R. Bishop, W. H. Johnson.
THIRD CLASS, TERM EXPIRES 1860.—S. N. Castle, E. H. Allen, J. F. B. Marshall, I. Bartlett, E. O. Hall, B. F. Snow.

AMATEUR CONCERT.—Shakspeare says that "mercy droppeth as the gentle dew from heaven, blessing him that gives and him that takes." This idea was suggested the other evening, while listening to the many sweet voices and many charming notes, at the Amateur Concert. The Sailors' Home takes the proceeds, but that is really the smallest portion of the "benefit." Not only is the "Home" blessed, but all were blessed who listened to the music. The community is benefitted far beyond what words can express. If our amateur singers could be persuaded more frequently to appear, it would confer a great blessing upon society. We have not learned the exact amount realized from the sale of tickets, but have heard the rumor that over \$300 was raised.

Believing that our readers (especially the sea-faring community) are probably better able to judge of the merits of the case than ourselves, we publish the correspondence relating to the unfortunate affair on board the *Alice Frazier*, without note or comment.

We congratulate the ladies of the Methodist Church, in view of the success of their Fair, as we learn the proceeds amounted to \$1600.

[From the Pacific Commercial Advertiser.]

Account of the Mutiny on board the American Whaleship "Alice Frazier."

We have received from Capt. Newell the following interesting account of the mutiny on board the *Alice Frazier*. Although a long story, it is very interesting, and we prefer to give the captain's version rather than condense.

BARK ALICE FRAZIER, }
Ochotsk Sea, Aug. 25, 1857. }

MR. EDITOR,—DEAR SIR:—I take the liberty of requesting the insertion of the following article in the *Advertiser*, concerning the recent mutiny on board my ship and the accidental death of its ringleader, from the fact of many wild and erroneous stories respecting it having got current among the fleet,—from the general request of many of my most respectable brother masters, and from the further and greater consideration of combating the crushing censure and sneers upon my conduct which have emanated from some few sympathizers with the villains, I had felt myself called upon to imprison, and subsequently to abandon upon the first available shore, both from fears of murderous injury to my officers and myself, and also from a general request from many of the unaffected part of my crew.

The circumstances of the case are these:—Among the seamen I had occasion to ship to my vessel last February, at the port of Valparaiso, were a gang of five, part of which were the most finished villains I have yet had dealings with. The ringleader of the five had been at the head of a gang of burglars and highway robbers at the port of shipment, for sometime before, and by his own account of himself, confirmed by his gang on board my ship, had killed several persons by premeditation, and ere his death almost constantly carried a slung-shot of one pound weight, accompanied by a keenly sharpened knife which he swore to use upon the first available occasion, particularly that it should drink my heart's blood in revenge for an offense I am about to relate in connection with his being smuggled on board my ship. This person was not shipped to my vessel, either upon the "articles" or by any other method, but got on board after this manner: Being told by a perfidious shipping master of the port, one Pelcher, that there was a "nice young man in the calaboose, imprisoned for debt only," I requested to see the fellow at the Consul's office in the course of making up my complement of seamen. He was soon brought, when, immediately upon setting my eyes upon him, I informed the shipping master I would not have such a person on board my ship at any rate, as his entire physiognomy wore the undeniable expression of a low-minded, blood-thirsty villain. This I said in the man's presence and hearing, whereupon he was passed out of the vestibule of the office and a young man brought forward in his room, who was shipped in his stead, though merely as a decoy as it subsequently proved, for the robber, Harry Sheppard, was eventually smuggled on board in his stead. I had ran off on my course some thirty-six hours before the fellow made his appearance, and it was not until several days after that the great atrocity of the fellow's character began to develop itself. By his own account, and that learned of him in course of conversation with the steward and others, I concluded to make the best of it by retaining him on board and treating him according to the merits of his behavior. We soon learned that, instead of his having been imprisoned for debt, he was under sentence to be whipped to death except he could depart out of the country within a limited time, and that, as a short time previous he had robbed a store of some \$1,700, he had bribed the said Pelcher to procure his release after the above wise.

Having previously found by experience on a recent occasion that three of my under officers were but mere apologies for disciplinarians, not having the faculty of maintaining the common discipline of a well-ordered ship with old seamen to deal with, with not even energy sufficient to free themselves from the grossest insults, I took early opportunity of requesting them to be very guarded in their dealings with the new seamen, especially with the man Harry and his gang.

It is needless to state the many methods and the rapid grades by which this gang of scoundrels paved the way to open mutiny; among which was the throwing of an insulting letter into my room by the ringleader, keeping a pile of bricks at the fore-castle gangway to cast at one of the officers when he inter-

fered with their card-playing in calling out his watch, and repeatedly threatening to have my blood for non-compliance with their most casual demands. Suffice to know that, having instigated others of the crew to refuse duty, in company with themselves, if I did not comply with the demands of the man Harry and his gang, I complied with their demand for the time, as they had come upon us unawares, with slung-shots and sharpened knives, each of the five having his officer allotted out to kill if we come to blows or tried to put the min ions. Feeling, from my previous knowledge of their plans and my conviction of the fearless atrocity of their character, that their intention was more murderous than the commonality of these affairs, I let discretion take the place of valor, feeling myself to be too unsupported by the dove-hearted energy around me to combat with these depraved fellows, when acting upon a fixed system of action as we knew they were.

It is enough to know that I bore during one month longer with the many petty disturbances of the ship's discipline, originating with the five, during which time myself and those of my officers who had small arms, went armed, in daily expectation of some murderous affair arising with the five, for upon the most trivial difficulties with the mate, (who, by-the-way, was the only courageous person among my superior officers) the watch on deck by private concert would arouse those of the five below, who were ever alert with their slung-shots and sharpened knives, evidently seeking some occasion to use them. We slept with loaded arms by our side in nightly fear of assassination; for as our cabin is on deck, with windows in close contact with our berths, it was easy of accomplishment from the deck. And as my life had been so repeatedly threatened, and that too by those I fully believed capable of the deed, my fears led me to barricade the two windows connected with my berth and never to retire to repose without readjusting my small arms.

Things continued to go on from bad to worse, until we all agreed in believing that a crisis was approaching. Quite happily for us, however, during the month following the mutiny, the five villains at its head had so overacted their part, that the rest of the crew had become aroused to a proper sense of duty; and fear of the consequences of the piratical designs about to be consummated, had led them repeatedly to send messages to me through my officers to this purport: "For God's sake, captain, take these villains out of the fore-castle before they kill some of us, and the remainder of the crew will pull double to make up for their loss."

Several of my best men were so much in fear of their lives from their non-compliance with the plans of the pirates, that from the repeated threats made of cutting their throats their fears led them to steal away among the casks in the fore hold for repose, rather than risk their lives by sleeping in the fore-castle. This state of things could not continue long. I had now made my preparations to imprison them by securing a stout chain to a stanchion in my lower after cabin, and only awaited a sufficient individual cause to secure the persons of the five in question, at any hazard; by fair means if we could, but by any other means if we could not. The crisis that I had been awaiting during the week since completing my preparation for them, at length arrived. It was upon the occasion of a mutinous disturbance with several of the five, in consequence of my having refused to comply with a demand of having rice or "duff" upon the only two "banyan" days in the week, and giving them other extras after the manner served to the steerage people; and as the ringleader, Harry, had sworn a day or two previous, in the presence of one of my officers and several of the boatsteers, to "have my heart's blood if I did not comply with the demands they were about to make," it seemed to me, and was also the opinion of my officers, that the time of forbearance was past and the time for action had come, though we fully expected bloodshed in undertaking to confine them.

I let the disturbance of the forenoon quiet away until after tea, to allay any supposition they might have of my being about to act, when I proposed to take them by stratagem, with hopes of finding them unarmed during the dog-watch, and unprepared to meet us. Nor was I deceived in my hopes, for their slung-shots were not upon their persons at the time of imprisonment, but lying carelessly in their berths where they had casually thrown them during the relaxation of the usual hours of amusement. There were three of the gang belonging to the watch on deck, not including the ringleader. I therefore or-

dered my mate and fifth mate to arm carefully, take handcuffs in their pockets, and call two of the gang along to do an errand from the sail-room, through the steerage into the after lower cabin, where I proposed to meet them from the upper cabin with the second mate, and with the steerage door closed upon them, we should have them to ourselves. The plan succeeded admirably. The men seeing they were taken at advantage, succumbed directly, and we confined them without trouble. One, a most hardened villain, merely remarked that it was not the first time he had been in irons, and afterwards added that his last term of imprisonment was for two hundred and twenty days.

The two confined, I requested the mate to order the third one into the cabin, as I sent him from the helm, and we took him by surprise something after the above manner; though upon his giving me insolence and delaying to go down stairs into the after cabin, as I directed, I struck him a blow with the side of my pistol, which I had presented to all upon the occasion of taking them into custody, indicating that if any effort was made to resist us with weapons, I should not hesitate to use it.

The three secured, we now proposed to take the leader, from whom we had no doubt there would emanate much trouble. I sent the steward to quietly call him into the main cabin, with word that I wished to see him, directing the mate and fifth mate (my only two energetic officers) to follow close upon his footsteps as he entered the cabin, closing the door after them, while I met the man from the opposite side, when we would take him at any hazard. He came without his suspicion being excited, when I presented my pistol and told him my object, firmly telling him the certain and instant result of his resistance. He coolly told me,—embellished by much low, sneering slang, pertaining to his class,—to pull away on that d—n thing, as he had used those tools before, and didn't fear them, &c. But upon our gathering energetically around him, he divested himself of his keenly-sharpened knife, throwing it upon the table in company with his skullcap, and held out his hands for the manacles, remarking that he was used to those playthings. But when we had got him into the lower cabin, where we were about to confine him with the other three, as if, when coming so unexpectedly into the presence of three of his gang, he wished to show himself the leader he had promised them to be, he turned fiercely upon me as I came down stairs at his back, and exclaimed in a loud rude tone: "Now, I'm going to know what in h— I'm put in irons for!" I simply told him to be quiet, as he had had the extent of his say on board my ship. Whereupon he made a sudden step towards me, as if (after a kicking custom he had among his mates) with the intention of kicking me in the stomach, as he exclaimed at the top of his voice: "No! I'll be d—d if I do; my tongue is my own, and I'll use it." When, seeing his foot drawn back in the very act of kicking, under the mere instinct of self-defense, I instantly struck him a blow across the head with the flat of my pistol, as I had done the last man confined before him, when to my surprise, and the consternation of my officers, four charges of my pistol exploded simultaneously, making but one report, and being at the time of ignition in contact with the man's head, killed him instantly by its near concussion to his brain, wrenching my arm in a painful manner, and throwing the chambers from the pistol to the floor, from the absence of the revolving rod. This happened in the presence of my mate, 2d and 5th officers, and the three prisoners. The mate directly exclaimed, "I believe you have shot him." I said, "No, certainly not."

The man was instantly raised up, his head placed upon the bended knee of the mate, to examine his hurt, when I ordered water brought to wash his wound, and brought restoratives from the medicine chest myself to reanimate him, under the supposition that he was only stunned; but we found him dead. Upon the further examination of his head and person, which I directly ordered by two of my officers, in the presence of the 2d officer, three prisoners, and myself, we found his wound to consist simply of a slight contusion on the left temple, caused by the blow of the pistol, and blackened by the burning of the powder in proximity with his head, the skull not being injured, nor any wound from the balls whatsoever, either upon his head or person.

We then examined the pistol, to account for the quadruple explosion. It is a German imitation of Colt's revolver, containing five chambers. We found that four out of the five charges had ignited, the fifth

remaining in its department unexploded; that the revolving rod, upon which the chambers traversed, had dropped out upon its striking the prisoner previously confined, for it was there and then found upon the floor of the upper cabin, near where one of the balls was afterwards picked up by the steward; that two of the balls had dropped out of the chambers sometime previous to the explosion, for they were picked up on the floor where the accident occurred, uninjured, by one of the prisoners, and handed to the mate while searching for the place of their deposit; and that the fourth ball was in the pistol at the time of its discharge, for it was lodged in the hole from whence the revolving rod had fallen; which accounted fully and clearly for all the balls. Moreover, that one or more of the caps upon the pistol must have received sufficient jar to ignite its percussion when the blow was given, and that, as the powder of the other three chambers was lying loose at the mouths of their respective muzzles, after the three balls had fallen out, it took fire simultaneously with the first charge that ignited. Furthermore, had a ball gone out of its legitimate passage—the barrel—by design or otherwise, it could not have harmed the person struck, for the length of the barrel would have projected the muzzle far beyond the head in the act of striking a blow.

After we had got somewhat over our surprise at the singular accident and sudden death of the man Harry Sheppard, and had laid his person out upon one of my chests in the lower cabin, we imprisoned the fifth scoundrel of the gang, and secured them all for the night.

Such was the joy of the remaining part of my seamen upon hearing the result of the past hour's adventure, that they made the ship shake with their shouts and cheers from the fore-castle, at thus being permanently freed from their burden of fears of these atrocious villains. And when I mustered all hands into the waist to inform them what I had done, and why I had done it, they each and all verbally expressed their conviction of the bad characters of the men, and their belief that they were receiving their just dues by being confined in double irons. Furthermore, that if the prisoners were to be let out, they should wish to be confined in their stead, rather than run the risk of their lives by living with them.

The following day, after the whole crew had surveyed the wound of the man Harry, I read the funeral service usual upon such occasions, when he was consigned to his last home in the deep, and to the judgment of the Father above us.

I kept the four remaining prisoners in irons, hand and foot, for a month before being able to land them, from the impediment of ice; confining their feet, because they could divest themselves of hand manacles, by the aid of a rope yarn, with the same ease and facility as with a key. During their confinement, I gave them their fill of bread and water, and a bag of bread each for their sustenance, upon landing them. I disposed of them by landing them singly, upon the shores of Mercury Bay, at my first available opportunity. Up to the time of my landing them, I took great pains to inform every master in whose vicinity I came, of the atrocity of their character and depredations on board my ship: and was almost invariably requested not to land them in a body, as they might again get together on board some one ship and make further trouble. Yet but a little time had elapsed after my landing them before they were taken off and shipped as the best of men by the *Harmony*, of Honolulu, and the *Mary*, of Edgartown—but not until after they had made many applications to other vessels, commanded by masters of too much principle to exalt villainy, and of too well balanced faculties of benevolence to give their sympathy to characters so depraved.

Let me take this occasion to briefly and publicly express my thanks to Capt. Palmer, in the name of the community upon which these men are to be thrown, for having declined to "take passengers to the islands" when one of these men applied to him. My warmest approbation for the manly views of Capt. Babcock, when he indignantly expelled two of these intruders from the *Italy*, and reprimanded the *Harmony's* officers for their audacity in bringing them there. And also my gratitude for the spirited indignation expressed against the conduct of the upholders of these abandoned ruffians by most of the masters in the adjacent fleet; among which I would mention Captains Cox, Wilcox, Morrison, Taber, Skinner, and others, with whose honest judgment and free spoken views may I always be arraigned by or approved of, while I exult over the condemnation

of the minority of number, and the unprincipled among my accusers.

One word more, and I have done, for I am aware of having trespassed too long upon your patience already, having, perhaps, gone into greater detail in this affair than was needful; but for this reason: Feeling from the first that there was more real danger connected with the premeditated acts and maturing designs of the men, from their familiarity with deeds of crime than need generally be attached to cases of this kind, and knowing the puny-hearted help I was sure to have from my stalwart after-guards, whose ideas are so amicable, and dispositions of so amiable a nature as to neutralise their manhood, and make one doubt even of their sex; knowing these things from the first, I have striven to show that I used greater forbearance, and exercised more patience in delaying the moment of action than usual in cases of this kind; and all for the reason that, in case of a contest, they might have time to proceed to such stage of revolt, as to make it legal and proper for us to deal with them, if needful, after the summary manner in which they proposed to deal with us. For with so few to count on in a moment of peril, among my people aft, I considered it became me to forbear to the last, and when the crisis should come, act with an energy of action and a legality of means that should insure success on the side to which it belongs.

The character of the men, the result of the mutiny and the manner of the accident to its leader is now before the public; and it remains to be seen if it will join with the few benevolent masters who, under the guise of their own pecuniary interest, have jointly condemned my conduct as a method of upholding their own, and are at this moment harboring and advocating the villains I abandoned.

I appeal to the judgment of the public, and I shall bow with conviction to its verdict. But be the scream of the kites who have assailed me as common prey soever loud over birdlings of their feather and their kind, their brooding over the depraved shall only merit my future contempt, leaving me uncrushed by their censure, and untrammelled by their blame.

Respectfully yours, C. M. NEWELL,
Master of bark *Alice Frazier*.

HONOLULU, Nov. 20, 1857.

MR. EDITOR: In your paper of yesterday's date, I notice a long letter from Captain Newell of the bark *Alice Frazier*, in which he gives his version of the circumstances attending the death of one of his men in the Ochotsk Sea, and the abandonment of four others on the desolate shores of Mercury Bay. Having been one of the terrible "mutineers" myself, I will, with your permission make a plain statement of the facts as they occurred.

On the 27th of March last, the *Alice Frazier* shipped almost an entire crew at Valparaiso, being the third crew since leaving home in 1855. We shipped with the plain understanding that we were going on a sperm whale voyage, but the day after leaving port, Capt. Newell called all hands aft, and told them that he was going to the Ochotsk. On some of the men remarking that they had not shipped to go North, he said, "I am going where I please. Do you do your duty, and I will treat you well and give you plenty to eat and warm clothing." The latter, we afterwards ascertained, he had not on board. The crew however were satisfied with what the Captain said, and went cheerfully to work, fitting and overhauling the rigging which was in a bad condition when we joined her. We were well treated and had good victuals, until a circumstance occurred which turned the Captain against us.

Some of the men had borrowed books from the Captain, which, on being returned, were in a soiled and damaged condition. The man Henry Sheppard (whose right name was William Gosh, he having taken the place on the articles of one Sheppard who had left) was very fond of having books read to him, though he could neither read nor write himself. On this occasion he requested the loan of some books, but was answered very surlyly by Capt. Newell, that there were no books for him. He went forward and got one of the crew, who is still on board of the ship, to write a letter to the Captain, which, though impudent, was not at all threatening, and was more for a "lark" than anything else. This was thrown into the cabin window during the dog watch from six to eight.

The next day at dinner, our usual supply of potatoes was stopped, and on inquiring of the mate for the reason, we were told it was on account of a letter abusing the Captain, which had been put into the

cabin window. We were all quite ignorant of the letter, with the exception of Sheppard and the writer, and went aft in a body to inquire if we were to have no better food. He said he wanted to find out the author of the letter. He then said, all of you who are willing to work on such provisions, go on the other side of the deck. Out of twenty-eight men, but four signified their satisfaction with the provisions. The Captain then ordered the mate, Mr. Chase, to put the others in irons, but when the irons came on deck countermanded the order, saying to the men "go forward and attend to your duty, and you shall have the usual provisions." From this time until five weeks before getting into the Ochotsk we had no occasion to complain of the provisions.

In the meantime, the fifth mate, who was also cooper of the ship, was in the habit, as we afterwards found out, of creeping forward between-decks and listening at the fore-castle bulkhead, and then going aft to the Captain and retailing as pure earnest whatever was said by the crew. Any one who is familiar with sailors, is well aware that there is a great deal of what is called "blowing" and "gassing" that goes on in the fore-castle, but which is very harmless in reality. All these idle tales the fifth mate no doubt greatly exaggerated while relating them to the Captain, and the consequence was that he again got very bitter against us, especially five of us who were old sailors, and knowing more about seamanship than the fifth mate, came in for a double share of misrepresentation. The provisions were again cut short, and nothing but beef and bread allowed. On the 10th of June, one of the men named Carroll, went aft to the Captain, with the kid or beef tub, and asked the Captain if we were to have no different food than that? Captain Newell replied "No, d—n you, you will get no more." Carroll made no reply, and went forward. The crew talked the matter over among themselves and agreed together that they would make no disturbance about it then, but that when we got amongst whales we would not work if we had no better food. This was overheard and told the Captain, with how much of exaggeration I cannot say.

On the afternoon of the same day, Capt. Newell called two of the men to go down into the sail room, and take two sacks of potatoes, (of which we still had a good supply on board) from the steerage into the lower cabin. When there, the door was shut behind them, and the Captain, with a revolver in one hand and a cutlass in the other, said to the men—"I have been waiting for you a long time—now, I have got you, go in irons. You did not have spunk to say any more. Either go in irons or take a bullet." The men without attempting any resistance were then ironed with their hands behind their backs and then lashed to a chain cable. The ship at this time was beating through the ice. After putting the two men in irons, the Captain went on deck and hove the ship to, telling James Powers, who was at the wheel, to put the helm amidships, and go forward. As he went by the cabin door, the mate called him in, and the Captain followed, when they put him in irons and fastened him with the others. As they were ironing him, Powers said "Captain, why am I put in irons?" The Captain said, "never mind—go in irons." On Powers repeating the question, the Captain struck him with his revolver over the head and knocked him from the upper to the lower cabin, where he was fastened with the others.

They then sent the steward for Sheppard, who was forward. He coming into the cabin was put in irons without any trouble or resistance. When he got into the lower cabin and saw how the others were lashed, to the chain, he said, "Captain, we can't stand this cruelty, with our hands behind our backs." The Captain said, "Dry up, d—n you." Sheppard replied, "I will never speak again." When the Captain said "I will use not; I am an American, and my tongue is the left temple with the it." The Captain then struck him over the left temple with the revolver which he held cocked in his hand. There were present the 1st, 2d and 5th mates and the three men in irons. Sheppard fell instantly, and the ball is supposed to have entered his brain. As soon as he fell the Captain dashed the pistol on the cabin floor, breaking it and scattering the remaining charges. The mate at once proceeded to take the irons from Sheppard and laid him on a chest, the blood running in a stream to the leeward side of the ship. The mate remarked to the Captain—"He will never speak again." When the Captain said "there is one more, and then we can manage the rest." I was sent for, I went and was sick at the time with rheumatism. Being sent for, I went into the cabin and found Capt. Newell sitting at the table, apparently very calm and collected. He said to me "what is the matter with you?" I then pulled up my shirt-sleeves and showed him my wrists which were much swollen, saying "You can see, sir." He said to the mate, "Mr. Chase, put him in irons;" which was done, I at the time asking in vain the reason of such treatment. I said to the Captain, "Have I ever refused duty, or given you or your officers any insolence?" He said, "never mind, go in irons." After I got down in the lower cabin, where the others were, together with the dead body of Sheppard, I discovered the flannel cap which was worn by him, lying on the floor. I managed to secure it, and have ever since retained it in my possession, just as it fell off his head, with the hole in it

made by the ball which deprived Sheppard of life. The next morning after these occurrences, the corpse was taken up on deck, and this was the last we saw of our unfortunate shipmate. As I said before, his right name was William Gosh, a native of Baltimore, Md., where he has an uncle, an extensive biscuit baker, named Mason.

Several days after this, shackles, made of strong hoop iron, were put on our ankles, and these fastened to the chain, thus making us quite immovable. We were kept in that condition for thirty days, until we got into Mercury Bay, where we were put on shore singly, and at long distances apart, in order that we should not be able to assist each other to get away or otherwise. Previous to putting us on shore, the Captain went to all the ships in the Bay, and represented us as the worst of murderers and robbers, in order that we might be left to perish and never appear as witnesses against him. As each man was put on shore, he was provided with five pounds of bread and his blankets. The Captain said to us as we went ashore, "If you ever cross my path again, at sea or on shore, I will blow your brains out." James Brown was landed on a sand spit, in Mercury Bay, the Captain remarking, "I will put you where you can get a ship; but, as for the others, I'll put them where the bears will get them." The men who pulled us ashore were not permitted to take their knives with them, for fear that they would supply us with so necessary an article.

In traveling along the beach, I fell in with James Powers, and together we built a raft of drift timber and paddled across the Bay to where the *Harmony*, Capt. Bumpus, was laying. Capt. B. asked us if we could turn to and do our duty. We answered that we could, and turned to and worked on board during the remainder of her cruise. We experienced nothing but kindness from Capt. Bumpus, and shall always remember him with gratitude for having rescued us from a horrible fate in spite of the representations of Capt. Newell and the charitable wishes of certain ship masters, who expressed the hope that we would fire the ship.

As to the Captain's story about slung-shot and knives, I knew of but one of the former in the ship, and that was in the chest of a man who is now on board, and was not one of the terrible *five* who kept the remaining *thirty-six* of the ship's company in fear of their lives. The only knives we had were such as seamen always carry, and without which, tolerably sharp, none but a lubber would think of going aloft.

His statements about our previous history are mere assertions, and as their truth or falsity cannot be proved now, we will let them pass for what they are worth. They cannot in the least affect the simple fact that Capt. C. M. Newell, of the bark *Alice Frazier*, did, on the 10th of June, 1857, deprive one of his men of life, by the stroke or shot of a pistol, the man at the time being ironed, with his hands behind his back, and of course comparatively helpless.

Had Capt. Newell come directly to Honolulu, and courted an investigation, we would willingly have trusted the result in the hands of the American Consul; but, having evaded this port, he attempts, from a distance, to explain away the circumstances and to forestall public opinion. I leave the public and those concerned officially to make their own comments upon his course and the two statements now laid before them, simply saying that there are witnesses of the whole affair now in Honolulu, and on board of the *Alice Frazier*, who can substantiate the truth of what I have related. May only justice be done.

JOHN FERNAND, of New Orleans.

The undersigned, late seamen on board the bark *Alice Frazier*, hereby certify that the foregoing statement of the circumstances which occurred on board of that vessel during the past season in the Ochotsk Sea, is strictly true.

JOHN POWERS, of Marblehead, Mass.

JAMES BROWN, of England.

REPORT

Of Executive Committee of Honolulu Sailors' Home Society.

Just three years have elapsed since an American sailor, the son of a Quaker, residing in New York, deposited the sum of *fifty cents* for the purpose of building a Sailors' Home in Honolulu. This was the first donation for the object, which has since called forth so many donations and enlisted so much sympathy. In depositing the money, he remarked, with a tearful eye and much earnestness, *do, for mercy's sake, build a Sailors' Home in Honolulu, and here is my donation.* He saw and felt the need of such an establishment in this city. Previously there had been much discussion and fruitless efforts, but the time had come for action and labor, which should result in some definite plan of operation.

Assembled upon the third anniversary of the organization of the "Honolulu Sailors' Home Society," the Executive Committee would offer the following report relating to the Society's proceedings during the past twelve months.

On the second anniversary of the Society,

the Home had been opened for a few weeks, and the somewhat hazardous experiment was being made whether success would crown the efforts of the friends of the enterprise or failure would result, as had been so confidently predicted by not a few, even among those who expressed a hope that it might succeed.

The Home was opened September 1, 1856, for boarders, one year from that date the books of the manager show that three hundred and seventy-four boarders had been accommodated in the seamen's department, aside from the officers' or private table. This result is quite satisfactory, under all the adverse circumstances attending the commencement of such an enterprise. The Home, during the year past, was fitted to accommodate only fifty lodgers at a time, although during the busy part of the shipping season more than that number found "sleeping places" in the building. The reading room was temporarily fitted up for lodgers. In order to meet the exigences of the case and render the usefulness of the Home greater, twenty-five new beds have been added and the building otherwise much better adapted to the purpose for which it was erected.

One year ago, at the time of the anniversary, the Trustees found the establishment laboring under a debt of \$1714 38, which had been incurred in order to open the establishment. The Executive Committee immediately set about devising ways and employing means for paying off the debt and carrying forward the Home, without incurring additional debt. The account just rendered by our Treasurer, Mr. Bishop, shows how far we have been successful. The debt has been reduced more than one-half, besides the expenditure of over \$400 of the Society's funds for repairs and other purposes. In addition to this sum the Manager, Mr. Thrum, has expended over \$600 for making the building more convenient and complete. It is confidently hoped when this debt shall be liquidated, the establishment will prove self-supporting; although the price of board and accommodations afforded will allow but a bare support to those who manage the establishment. Boarding at the terms fixed upon by the Trustees is far from being a money making affair; and if the managers make a living, it is a matter of rejoicing; inasmuch as it will be found a difficult matter to sustain the Home if appeals are to be annually made to the public for funds. It is thought, however, that our success thus far will favorably compare with the management of similar institutions in England and America.

The Trustees have been cheered forward in their efforts by the kind and sympathetic words of encouragement which have come from abroad. The ladies of Falmouth, Newburyport, Dorchester, Hopkinton and Westborough, Mass., and Woodstock, Ct., have

furnished bedding and money for furnishing each a room in the Home, and the names of those towns were duly placed over the doors of certain rooms. It is hoped that the ladies of other towns or cities may be disposed to follow their example. Reports have reached us that the ladies of New London have provided for furnishing another room. By this means the Trustees are enabled to fit up the room with more comforts and conveniences.

During the past year a library of over one thousand volumes has been furnished for the Home through the agency and efforts of Capt. T. V. Sullivan, Marine Missionary of Boston. Most of these books were collected in Boston and neighboring towns, Salem, Newburyport, Charlestown, Lawrence, and other places. The Ladies of Dorchester contributed \$100 in money for the purchase of books. Most of these books are exactly suited to a library adapted for the Home; and those instrumental in gathering and sending out these books merit great praise and the warmest thanks of seamen.

The Manager of the Home during the current year, has taken out a license for a shipping office. It is earnestly hoped that captains will patronize this office, in shipping their crews, as it is believed they will find it to their advantage. Most certainly the class of seamen gathering around and boarding at the Home is superior, in point of sobriety and respectability to most of those discharged from vessels and boarding on shore. A shipmaster about to leave, his ship already outside, said to us only yesterday, "I never got away from Honolulu with so little trouble. The men all went on board without any trouble." A majority of his crew were shipped from the Home. We honestly believe that captains would find it for their interest, pecuniarily and mentally, to patronize the shipping office of the Sailors' Home.

If any shipmaster will visit the dining room of the Home and look at the scores of young men—well dressed and quietly behaved, seated at the tables, he will perceive that there are some sailors in port worthy of a good lay, and from whom a good season's work may be expected. It is not pretended every sailor boarding at the Home is worthy of being considered as a steady, industrious, healthy and active man, ready and willing to ship as an able bodied seaman—but this is however true of most. When such men are discharged and wish to board for a few days on shore, it is surely of the highest importance that a good and comfortable lodging place be furnished for them. Suppose some, or even a majority of seamen give the Home a "wide berth," and keep aloof from all the kindly, wholesome, homelike and moral influences entering there, it is pleasing, gratifying and hopeful that many are otherwise disposed. Already have numbers shown that they prefer

patronizing this establishment rather than resorting to such places as are furnished for them elsewhere. The effect however of the Home in Honolulu, is similar to the effect of Homes in other cities and ports. The effect is gradually to elevate the character and respectability of other boarding houses. In this way seamen are benefitted who never visit the establishment. We could mention houses in Honolulu quite comfortably fitted up for seamen, but such places did not exist previous to the establishment and opening of the Home. As years roll away we expect to witness a gradual improvement in all the other houses. If the keepers of sailor boarding houses had always done right and treated seamen as they should, there would have been no necessity for calling upon the benevolent public to build and support "Homes," but as that necessity does exist, it is gratifying to witness a willingness on the part of a generous and benevolent public to come forward and build for the accommodation of seamen "Homes" vieing with the better class of hotels.

The Trustees of the Honolulu Sailors' Home would not in a boastful spirit point to what has been done upon the land generously granted by the Hawaiian government, but would merely say that with the amount of funds contributed, everything has been done which could be in order to carry out the original design of the proprietors of the establishment. Among the Trustees at the meetings of the Board, there has always been great unanimity and cordiality in planning and executing the various schemes deemed necessary for raising funds and expending the same. It is confidently believed that the plans and efforts of the Trustees have met with the cordial approval of both landmen and seamen. It now remains for the Trustees to appeal for a sufficient amount of funds to pay off the debt upon the Home. Our Treasurer has informed us that the debt at present, is a little rising \$800—an amount which may surely be easily paid off, with a little of the effort which has already been put forth in this good cause. It is hoped something may be done this evening, and more before the shipping season closes.

The Executive Committee feel that they would be doing injustice to Mr. and Mrs. Thrum, Managers of the Home, unless the most honorable testimony was borne to their conscientious and honorable fidelity to the best interests of the institution. To them belongs the honor of commanding and navigating the "craft," when she was once ready for sea, and the success of the institution thus far has essentially depended upon their careful and watchful management.

Before closing this report it is becoming that the officers and friends of the Home should call to mind that the distinguished individual who presided at our last Anniversary Meet-

ing, is not with us upon this occasion. The audience well knows to whom we now refer. The Sailors' Home has never had a warmer friend, or more generous contributor than the Hon. Wm. L. Lee, Chief Justice of this Kingdom. When his health permitted, he always attended the meetings of the Trustees, and usually acted as the presiding officer of the Board. His efforts, as a wise counselor and active member, were many. The "Home" was much indebted to his labors in its behalf, and it was always a source of much pleasure to him that he had been thus efficient in behalf of a class of people whose services are so necessary and important to the welfare of this kingdom.

S. C. DAMON,
G. P. JUDD, } Ex. Com.
H. J. H. HOLDSWORTH, }

Ecclesiastical Council.

In accordance with letters-missive from the Fort Street Church, in Honolulu, Sandwich Islands, and their pastor, Rev. J. D. Strong, an Ecclesiastical Council was convened at their house of worship, November 24th, 1857, for the purpose of considering the expediency of dissolving the pastoral relationship of Mr. Strong to said Church.

The Council was composed of the following members, viz.: From the First Native Church, Rev. E. W. Clark, pastor, and John H. delegate; from the Second Native Church, Rev. Lowell Smith, pastor; from the Bethel Union Church, Rev. Samuel C. Damon, pastor, and Geo. M. Robertson delegate—also, Rev. A. Bishop. Mr. Bishop was chosen Moderator and Mr. Damon Scribe.

The Council was opened with prayer by Rev. S. C. Damon.

Mr. Strong's letter to the church, of the 4th of July last, tendering his resignation, and a resolution passed at a meeting of the Church on the 19th October, accepting said resignation, and requesting the Committee, appointed for that purpose, to unite with Mr. Strong in calling a Council to dissolve the pastoral relationship, were severally read and submitted. Mr. Strong, on his own behalf, and Judge Andrews, as Committee of the Church, also stated briefly, and in general terms, the reasons which lead the respective parties to desire a separation.

Whereupon, the Council unanimously resolved, that the documents and verbal statements laid before them were of such a character as to show satisfactorily to their minds that the further continuance of the relationship now subsisting between the parties could not be productive of good to either pastor or people, nor tend to the up-building of the cause and Kingdom of our Lord and Savior; and that, therefore, the pastoral relation of Mr. Strong to the Fort Street Church, is, in accordance with their mutual desire, declared to be dissolved.

In coming to this determination, the Council, deeply sympathizing with both pastor and people, cannot forbear to express their heartfelt regret at being called upon to put an end to so important a connection, after the lapse of so brief a period from the time of its formation, and under circumstances of a nature to call forth feelings of Christian sorrow.

The Council take pleasure in recommending Mr. Strong to their Christian brethren, wherever he may be led to sojourn, as an able and evangelical minister of the Gospel.

A. BISHOP, Moderator.
S. C. DAMON, Scribe.

☞ The following statement, we have been requested to publish by the Rev. J. D. Strong:—

During the two and half years of Mr. Strong's connection with the Fort-street-church, twenty-six members have been added to its fellowship, averaging ten a year. Fifteen of these additions were on profession of faith. During the year ending with last June, (the anniversary of the formation of the church) a greater number were added on profession of faith, than during any other year since that in which the church was organized. During Mr. Strong's ministry here, eight members have been dismissed or died, leaving a gain of eighteen in the whole number of the church. During this period a church edifice, costing about \$15,000, has also been erected, and the average congregation, as found from careful and frequent enumerations has been nearly doubled. After accepting his resignation at one of the largest meetings of the "church and congregation" ever held, the following resolution was passed by a vote, which, with two exceptions, was unanimous.

"Resolved, That we appreciate and greatly value the pulpit abilities of our Pastor, the Rev. J. D. Strong, that we have entire confidence in his character, both as a minister and a man, and deeply regret that any train of circumstances, over which we have no control should lead to his separation from us."

CHRISTMAS ISLAND.—Capt.—, of the—, in renewing his annual subscription for *The Friend*, remarked that he had good reasons for supporting the paper, inasmuch as it once saved him from shipwreck. Some years ago, when sailing near Christmas Island, his vessel would surely have been wrecked, had he not learned, from *The Friend*, that the island was laid down 45 miles to the eastward of its true position. The same Captain remarked, "Beware of the current, setting one and half to two miles to the westward." See remarks upon Christmas Island in the March number of the *Friend*, and also in the *Friend* for May and June, 1848.

LINES

ON THE DEATH OF DR. ROTH, OF SCOTLAND, AGED 100 YEARS.

Blow softly thou breeze o'er the tomb-paved ground,
O'er that lone grave, new and green,
For there lieth 'neath that spreading yew
A relic of what hath been.

Not the form of the mighty lies mouldering there,
Not the sceptered hand of power,
Not Youth, with bright hope around his brow,
Not Manhood in its flower.

No! he that is laid 'neath that old yew,
Had seen his hundredth year,
And, weary of this deceitful world,
He came to rest him here.

He had seen the friends of his youthful years
Drop, one by one, away;
There was nothing now to bind him here,
Then why should he delay.

He had seen proud nations rise from dust,
And stately powers decay,
He had seen enough of this fleeting world
And he longed to be away.

That once Herculean frame was bowed,
And he prayed, "Lord Jesus, come!"
The messenger of peace arrived,
And led the wanderer home.

ANNE ROSE STEWART, C—

Treasurer's Report.

HONOLULU SAILORS' HOME SOCIETY,

In Account Current with the Treasurer, from Nov. 17, 1856, to Nov. 13, 1857.

Dr.

| | |
|--|-----------|
| To amount paid on debts incurred previous to Nov. 17, 1857, as follows: | |
| To H. Hackfeld & Co., account in full, | \$619 53 |
| To H. Hackfeld & Co., amount C. H. Lewers' order, | 201 80 |
| To J. T. Waterhouse, account in full, | 106 79 |
| To Polynesian Office, " " | 6 50 |
| To D. M. Weston, " " | 10 06 |
| To C. H. Butler, " " | 19 95 |
| To Henry Dimond, " " | 33 93 |
| To Wm. N. Ladd, " " | 10 00 |
| To H. M. Whitney, " " | 42 92 |
| To Melchers & Co., " " | 14 40 |
| To Thomas Spencer, on account, | 50 00 |
| To amounts paid for improvements, repairs and lighting, and taking care of the Reading Room during the current year: | |
| To Thomas Spencer, for stove, | 100 00 |
| To B. W. Field, freight on chairs ex Messenger Bird, | 27 64 |
| To expenses for Concert, | 9 00 |
| To H. M. Whitney, printing Concert tickets, &c., | 22 90 |
| To J. T. Waterhouse, for crockery, &c., | 9 93 |
| To C. H. Lewers, for lumber, &c., | 6 63 |
| To D. M. Weston, for waterworks, | 6 25 |
| To E. P. Peterson, for service to Dec. 31, 1856, four months, taking care of Reading Room, | 53 33 |
| To Thomas Thrum, for services from Jan. 14 to Sept. 1, 1857, taking care of Reading Room, | 70 00 |
| To Thomas Thrum, for bookcases, &c., | 109 69 |
| To R. Gilliland, for lettering signs, | 5 00 |
| To E. O. Hall, for lamp chimneys, &c., | 8 25 |
| To Harbor Master, water bill, | 25 00 |
| | \$1569 50 |

Cr.

| | |
|--|-----------|
| By cash from J. E. Chamberlain, the former Treasurer, | \$25 39 |
| By cash, amount of contributions at the Bethel, evening, November 17, 1856, | 203 42 |
| By cash, amount of contributions at the Bethel, evening, November 24, | 166 10 |
| By cash, amount from H. Hackfeld & Co., premium on amount paid on their account, | 40 53 |
| By cash for tickets to Concert, | 350 00 |
| By cash from ladies in Woodstock, Conn., | 13 50 |
| By cash " " in Westborough, Mass., | 22 83 |
| By cash " " in Hopkinton, | 30 00 |
| By cash " " in Dorchester, | 30 00 |
| By cash from Boston and Charlestown, | 35 00 |
| By cash from all other sources, land and sea, | 622 93 |
| F. and O. Ex. | \$1569 50 |

Honolulu, Nov. 17, 1857. CHAS. R. BISHOP, Treasurer.

Not a time in the Treasury.

| | |
|--|-----------|
| Teal Debt, | \$ 574 63 |
| Balance of old debt unpaid, | 597 16 |
| Amount new debts as follows: | |
| Interest on note for \$550, from Jan. 1 to Nov. 13, 1857, | 57 38 |
| Bills outstanding for new best-seeds, bedding, &c., | 199 09 |
| Due for taking care of Reading Room, from Sept. 1 to date, | 21 00 |
| | 277 47 |
| | \$ 874 63 |

CHAS. R. BISHOP.

[From the N. Y. Ledger.]

Lines.

As distant lands beyond the sea,
When friends go thence, draw nigh,
So Heaven, when friends have thither gone,
Draws nearer from the sky.

And as those lands the dearer grow,
When friends are long away,
So Heaven itself, through loved ones dead,
Grows dearer day by day.

Heaven is not far from those who see
With the pure spirit's sight,
But near, and in the very hearts
Of those that see aright.

Fruits of Kindness.

Some people are curious in ascertaining the product of a seed, and I am very fond of tracing the effect of a kind action.

"An English merchant resided many years at Canton and Macao, where a sudden reverse of fortune reduced him from a state of affluence to the greatest necessity. A Chinese merchant, named Chinqua, to whom he had formerly rendered service, gratefully offered him an immediate loan of ten thousand dollars, which the gentleman accepted, and gave his bond for the amount; this the Chinese threw into the fire, saying, 'When you, my friend, first came to China, I was a poor man; you took me by the hand, and assisting my honest endeavors made me rich. Our destiny is now reversed; I see you poor, while I am blessed with affluence.' The bystanders had snatched the bond from the flames. The gentleman, sensibly affected by such generosity, pressed his Chinese friend to take the security, which he did, and then effectually destroyed it. The disciple of Confucius, beholding the increased distress it occasioned, said, 'he would accept his watch, or any little valuable, as a memorial of their friendship. The gentleman immediately presented his watch, and Chinqua, in return, gave him an old iron seal, saying, 'Take this seal—it is one I have long used, and possesses no intrinsic value; but as you are going to India, to look out after your outstanding concerns, should fortune further persecute you, draw upon me for any further sum of money you may stand in need of, sign it with your own hand, and seal it with this signet, and I will pay the money.'"

How little did the English merchant imagine that the seed of kindness, sown in the heart of his Chinese friend, would spring up and yield such an abundant increase. I relate this anecdote to my younger friends, that they may see how a kind action done to-day, may be gratefully acknowledged and liberally recompensed, on some distant morrow. Say what we will, one to-day is worth more than a dozen to-morrows.

THE UNIVERSE.—Suppose the earth to be a ball of one foot in diameter. On that scale of proportion the sun would be one hundred feet in diameter, and the moon three inches. The sun would be two miles from us, and the moon thirty feet—Jupiter ten miles from the sun, and Herschel forty. The highest mountains on the face of the earth would be one-eighteenth of an inch in height. Man would be an imperceptible atom.

ADVERTISEMENTS.



MR. & MRS. THURM, MANAGERS.

THE HOUSE IS NOW OPEN FOR THE ACCOMMODATION of Seamen. Board and Lodging will be furnished on the most reasonable terms. The Managers, having for several years kept a private boarding-house in Honolulu, and during that period accommodated many seamen, hope to receive the patronage of the seafaring community. Seamen may rest assured that no efforts will be spared to furnish them a comfortable home during their stay in port. Boarders accommodated by the week or single meals.

Seamen patronizing the Sailors' Home will find that the improvements recently made will afford more accommodation and greater comfort, having several additional sleeping rooms—the whole enlarged and thoroughly ventilated.

In connection with the Sailors' Home is a Shipping Office, where applications from Captains requiring Seamen will be punctually attended to.

Board and Lodging for Seamen, per week, - \$5 00
Private Table, for Officers, per week, - \$6 00

Apply for Board at the office, in the dining-room.

Honolulu, Sept. 1857.

10-1f

POST OFFICE NOTICE.

RATES OF POSTAGE ON LETTERS FROM THE SANDWICH ISLANDS:

| | |
|---|------|
| On single letters to the United States, (East,) 17 cts. | |
| " " to Great Britain, - - - | 36 " |
| " " to France, - - - | 33 " |
| " " to Germany and Prussia, - - - | 37 " |
| " " to Russia and Finland, - - - | 41 " |
| " " to Canada and British N. A., - - - | 22 " |
| " " to Azores or Western Islands, via Southampton and Lisbon, - - - | 70 " |
| " " to Valparaiso and South American Republics, - - - | 41 " |
| " " to Mexican Ports, - - - | 17 " |
| " " to Panama, - - - | 27 " |

The above rates are for letters weighing half an ounce or less, and double the above rates for each additional half ounce.

Letters dropped into the Post Office without the postage being paid, will not be forwarded. 10-1f

THE READING-ROOM

AT THE SAILOR'S HOME IS OPEN, AND free to the public; and all seamen visiting this port, are especially invited to make it a place of resort, whether they board at the Home, or other boarding-houses in Honolulu, or are connected with the shipping. During the shipping season it will be lighted evenings.

Seamen visiting the Reading-Room, and desirous of writing letters, will be furnished with "pen, ink and paper," gratis, by applying to the person having charge of the Room. 1f

A CARD.

THE UNDERSIGNED, lately wrecked in the ship *Indian Chief*, was treated very kindly by the natives of East Cape, in the Arctic Ocean, and he would recommend that each master passing there should make the natives some present, (say a box of tobacco, which they prize highly,) in order that their friendship may be retained, to the benefit of any seamen who in future should be so unfortunate as to be wrecked in that region. PHILO HUNTLEY,

Late Master Ship *Indian Chief*.

Honolulu, Oct. 23, 1857.

10-1f

J. WORTH,

HAVING established himself in business at Hilo, Hawaii, is prepared to furnish ships with Recruits, on favorable terms for Cash, Goods or Bills on the United States.

INFORMATION WANTED.—FRIEDRICH WILHELM HUNDSDOERFFER, born in Koenigsberg, Prussia, who was in 1853 a Lieutenant in the Hawaiian Infantry, and whose whereabouts at present is unknown, is desired to report himself at the Royal Prussian Consulate, Honolulu, to receive important intelligence from his family. Any person knowing anything about the said F. W. H., will confer a favor by communicating such news to—10-1f GUSTAV REINERS, R. Prus. Consul.

ADVERTISEMENTS.

PUBLIC NOTICE.

THE GOVERNOR OF OAHU SHALL cause a Bell to be rung at the Port of Honolulu, at nine and a half o'clock of each evening, as a signal to all Mariners at that time on shore without his permission, to return on board their vessels; and it shall be incumbent upon them to do so, upon pain of two dollars fine, if apprehended at or after ten o'clock of the evening, when said Governor shall cause the Bell to be again rung, as a signal for their apprehension.

Whoever furiously, or heedlessly of the safety of others, rides any horse or other animal, or drives or conducts any vehicle, though the personal safety of any person be not endangered thereby, shall be punished by a fine not less than five dollars nor exceeding one hundred.

Whoever is found drunk in any street, road or other public place, from the use of intoxicating liquor, shall, on the first conviction for such offense, be punished by a fine not exceeding six dollars, and on any conviction of any like offense committed after the first conviction, by a fine not exceeding twelve dollars, or by imprisonment not more than three months.

All loud noise by night is taboo. Whoever, after sunset, shall, by hallooing, singing in the streets, or in any other way, make any disturbance or disorderly noise, in any village, town or part of this kingdom, without justifiable cause for so doing, shall be liable to summary arrest and imprisonment by any constable or police officer, and upon conviction be punished by a fine not exceeding ten dollars.

Any person not authorized by law, who shall carry or be armed with any bowie-knife, sword-cane, pistol, air-gun, slung-shot, or other deadly weapon, shall be liable to a fine of no more than thirty and no less than ten dollars, or in default of payment of such fine, to imprisonment at hard labor for a term not exceeding two months, and no less than fifteen days, upon conviction of such offense before any district magistrate, unless good cause be shown for having such dangerous weapons; and any such person may be immediately arrested without warrant, by the Marshal, or any Sheriff, Constable, or other officer or person, until he can be taken before such magistrate.

Every foreign seaman, of whose desertion from any vessel due notice shall have been given, and every seaman discharged contrary to the provisions of the article, shall be apprehended, and if not returned to his vessel, shall be put at the disposal of his proper Consul or Commercial Agent; but if he refuse to receive him under charge of his Consul, said deserter shall be put to hard labor until he quits the country.

Every Seaman who shall be found on shore after the sixty days limited by his permit have expired, will be arrested as a deserter, and confined in the fort until he shall leave the kingdom.

Whoever rescues any prisoner, or persons lawfully held in custody, on conviction or charge of any offense, or as a witness on a criminal charge, or aids or assists any such prisoner, witness or person so held in custody, in his design or endeavor to escape, whether his escape be or be not effected or attempted, or conveys into any fort or other prison any disguise, tool, weapon, or other thing adapted to facilitate, and with intent to facilitate the escape therefrom of any such prisoner, witness or other person, shall, in case the aforesaid offense or criminal charge be capital, or punishable by imprisonment for life or for ten years or more, be punished by imprisonment at hard labor not more than three years, and by fine not exceeding five hundred dollars; in any other case, he shall be punished by imprisonment at hard labor not more than one year, and fine not exceeding one hundred dollars. 10-tf

NAVIGATION TAUGHT.

NAVIGATION, in all its branches, taught by the Subscriber. The writer likewise begs to intimate that he will give instruction to a limited number of pupils in English reading and grammar, geography, writing, arithmetic, &c. Residence, cottage at the back of Mr. Love's house, Nuuanu-street. DANIEL SMITH. tf

Honolulu, March 26, 1857.

IRON HURDLES

FOR SALE at the Hudson's Bay Company's Store, eight feet long three dollars each. tf

ADVERTISEMENTS.

INFORMATION WANTED.

RESPECTING CHARLES TWOKEY or TWAY, of Geneva, New York. He sailed in 1850 or 1851, from Calais, Maine, on board the *Tennessee*, bound to the West Indies. He was next heard from on board the whale ship *Neptune*, Capt. Green, in Honolulu, about two or three years after. It is confidently supposed that, if alive, he is on board some whale ship in the Pacific. Should he visit the Islands, he is requested to call upon the Seamen's Chaplain; or, should this notice meet his eye, to write to the Chaplain, or communicate with his sister, Miss A. T. Ending, in Geneva, N. Y.

—ALSO—

Respecting a sailor by the name of **PARTRIDGE**, whose friends reside in West Eaton, N. Y.

—ALSO—

Respecting **JOHN WHARRIE** or **McWHARRIE**, who left some one of Elias Perkins' whaling vessels, at Honolulu, in 1853 or 1854.

—ALSO—

Respecting **W. S. Haven**, reported to have jumped overboard from the whale ship *Good Return*, Capt. Wing, on the 29th of March, 1856, while the vessel was lying at anchor in, or lying off and on the port of Honolulu. Any information relating to this young man will be most gladly received by the editor of the *Friend*. 5-tf

"THE FRIEND" SENT ABROAD.

OUR LIST OF FOREIGN SUBSCRIBERS has been increasing for several years, and is now larger than ever before. We should rejoice to have it become so large that the *Friend* might become a self-supporting paper, and the necessity removed of calling for donations. When that time arrives, our patrons may be sure they will not find us appealing for funds.

The *Friend* will be sent to any part of the United States, and the Hawaiian and United States postage prepaid, or included, for \$2 50.

Any sailor subscribing for the paper to forward to his friends, will receive a bound volume for the last year *gratis*.

\$5 For Three Years.

For \$5, the publisher will send the paper (POSTAGE INCLUDED) for one year, and furnish a bound volume for 1856, together with all the numbers for the current year. This liberal offer includes a subscription of the *Friend* for THREE YEARS.

Bound volumes for sale at the Chaplain's Study and Depository, at the Sailors' Home. A deduction will be made to those purchasing several volumes, and always furnished to seamen at cost price.

* * We desire to call the special attention of all masters, officers and seamen to the importance of doing their part towards sustaining this paper. It was never intended to make the paper a money-making concern. The publisher prints 1,000 copies of each number for gratuitous distribution among seamen visiting Honolulu, Lahaina and Hilo. This rule has been practiced for more than ten years, and hence the paper has become so generally circulated among seamen in all parts of the Pacific. tf

BIBLE, BOOK AND TRACT DEPOSITORY,
SAILOR'S HOME, HONOLULU.

BIBLES, BOOKS AND TRACTS, in the English, French, Portuguese, German, Welsh, Swedish and Spanish languages. These books are offered for sale, at cost prices, by the Hawaiian Bible and Tract Societies, but furnished

GRATUITOUSLY TO SEAMEN.

Also, Office of *The Friend*, bound volumes for sale. Subscriptions received.

N. B.—Seamen belonging to vessels lying "off and on," will be supplied with books and papers, by calling at the Depository, from 12 to 3 o'clock P. M. S. C. DAMON, Seamen's Chaplain.

NEW BOOKS.

BY HARRIET & JESSIE—A large supply of books published by the American Tract Society was received, including standard publications and a few new works. For sale at Bible and Tract Depository of Sailors' Home. au-tf.

MASTS OF ALL SIZES.

FOR SALE BY H. HACKFELD & CO. 38-tf

ADVERTISEMENTS.

NOTICE TO WHALEMEN.

MACY & LAW,

—DEALERS IN—

WHALEMEN'S SUPPLIES AND GENERAL MERCHANDISE,

Kawaihae, Hawaii.

CONSTANTLY ON HAND a good supply of Hawaiian beef, potatoes, hogs, sheep and numerous other articles required by whalemén. The above articles can be furnished at the shortest notice and on the most reasonable terms in exchange for bills on the United States or orders on any merchant at the Islands. No charge made on inter-island exchange.

Beef packed to order and warranted to keep in any climate. 3-tf.

B. W. FIELD,

COMMISSION MERCHANT,

HONOLULU, OAHU, H. I.

By Permission, he Refers to

C. W. Cartwright, President of Manufacturers' Insurance Company, Boston;

H. A. Pierce, Boston;

Thayer, Rice & Co., Boston;

Edward Mott Robinson, New Bedford;

John W. Barrett & Sons, Nantucket;

Perkins & Smith, New London.

B. F. Snow, Honolulu.

SAM'L N. CASTLE.

AMOS S. COOKE.

CASTLE & COOKE,

IMPORTERS AND WHOLESALE AND RETAIL

DEALERS IN

GENERAL MERCHANDISE,

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THE FRIEND:

A MONTHLY JOURNAL, DEVOTED TO TEMPERANCE, SEAMEN, MARINE AND GENERAL INTELLIGENCE,

PUBLISHED AND EDITED BY

SAMUEL C. DAMON.

TERMS:

| | |
|----------------------|--------|
| One copy, per annum, | \$2.00 |
| Two copies, " | 3.00 |
| Five copies, " | 5.00 |

MARINE JOURNAL.

PORT OF HONOLULU, H. I.

ARRIVALS.

- Nov. 8—Am wh bark John & Elizabeth, Eldridge, fm Kodiack.
 5—Am wh bark Olympia, off and on.
 5—Am wh ship Sarah, Swift, fm Ochotsk.
 6—Am wh sh Bowditch, Martin, fm Ochotsk.
 6—Am wh sh Bartholomew Gosnold, Stebbins, fm Ochotsk.
 10—Am wh bark Isabella, Lyon, fm sea, with loss of spars.
 10—Am wh ship Brooklyn, Rose, from Kealakekua.
 10—Am wh sh Benj. Morgan, Sisson, off and on.
 11—Am wh ship Minerva, Warner, fm Lahaina.
 12—Am wh sh Chas Phelps, Allen, fm Ochotsk, 2300 brls.
 13—Am wh ship India, Long, from Ochotsk.
 Bremen wh sh Republic, Seger, from Ochotsk.
 14—Lagoda, Willard, off and on.
 Oldenburg wh brig Kauai, Mammen, from Ochotsk.
 Am wh ship Hudson, Marston, from Lahaina.
 15—Am wh ship Parachute, Corey, from Ochotsk.
 Am wh bark Fortune, Anderson, from Ochotsk.
 Am wh ship Governor Troup, Milton, from Lahaina.
 Am wh ship Phillip 1st, Sisson, from Ochotsk.
 Florence, Champlin, and Benjamin Rush, Wyatt, off and on.
 16—Am wh ship Phoenix, Hinckley, from Lahaina.
 Am wh ship Callao, Howland, from Ochotsk.
 Am wh ship Vernon, Gardner, from Ochotsk.
 17—Am wh ship Waverly, West, from Ochotsk.
 Am wh ship Conder, West, from Ochotsk.
 18—Am wh sh South Boston, Randolph, from Ochotsk.
 19—Am wh sh Coral, Manchester, from Ochotsk.
 Am bark Yankee, Smith, 14 days fm San Francisco.
 Am wh sh Reinder, Ashley, fm Hilo.
 Am wh sh Hobomok, Marchant, off and on.
 Am wh sh Empire, Russell, off and on.
 Am wh sh Daniel Wood, Morrison, fm Hilo.
 Am wh bark Venice, Lester, fm Ochotsk.
 23—Am bark Metropolis, Preston, 27 days from Columbia River.
 Am wh sch E. L. Frost, Austin, from Coast of Central America.
 24—Am wh sh Massachusetts, Green, off and on, and sailed same day for Talcahuano.
 Am sh Louisa, Hathaway, off and on, sailed same day for Talcahuano.
 Br brigantine Elizabeth Barter, Pentreath, 125 days London.
 Massachusetts, Chatfield, off and on.

DEPARTURES.

- Nov. 6—Gen Williams, Miller, for home.
 6—Olympia, Ryan, for Manganui.
 6—Prudent, Hamilton, for the South.
 6—Sharon, King, for New Zealand.
 6—Caulaincourt, Labaste, for Tahiti.
 6—Gen. D'Hautpoul, Darnandarts, for Tahiti.
 9—Am clipper ship John Land, Bearse, for New Bedford.
 9—Am whship Harvest, Winslow, to cruise.
 9—Am bark Fanny Major, Paty, for San Francisco.
 11—Baltic, Bronson, for New Zealand.
 12—Janet, West, for New Zealand.
 12—Julian, Cleveland, for New Zealand.
 12—Silver Cloud, Coggeshall, to cruise.
 14—Benjamin Tucker, Barber, to cruise.
 Elizabeth, Painblanc, for Tahiti.
 15—Am ship Harriet & Jessie, Janvrin, for New Bedford.
 16—Benjamin Morgan, Sisson, to cruise.
 17—Lagoda, Willard, to cruise.
 Japan, Diman, to cruise.
 18—Grenadian brig Colibri, Kier, for Macassar, East Indies.
 19—Brooklyn, Rose, to cruise.
 Kingfisher, Palmer, for New Zealand.
 23—Huntville, to cruise and home.
 Gustav, Gillies, for Havre.
 Janus, Winslow, for New Zealand.
 24—Barnstable, Fisher, to cruise.
 25—Lancaster, Carver, to cruise and home.
 26—Ship Marengo, Skinner, to cruise.

MEMORANDA.

- ☞ Bark Phillip 1st, Sisson, 40 days from Mercury Bay, experienced heavy weather, and a tremendous gale of wind from the 24th to 27th October, in lat. 41° 25', long. 168° W. Lost main yard, topsail yard, topgallant mast and yard, bowsprit cap, bobstay, jib and flying jib-boom, lost with sail, also four boats. The gale commenced from the S. E., blew eight hours, then shifted suddenly to the W. S. W., and lasted 52 hours.
- ☞ Bark Vernon reports having been in the same gale, and lost fore and main topgallant mast, bulwarks, boats, &c.
- Report of Bark Yankee—Left San Francisco November 6, at 9 o'clock A. M., with wind from W. S. W. Had light breeze until the 17th, when it hauled to southward. Sighted Hawaii bearing S. S. W. at 6 o'clock A. M. on the 18th. At 12 M. on the 19th east end of Oahu bore south, Dimond Head distant 19 miles.
- ☞ The following whaleships have sailed from New Bedford for the North Pacific Ocean:—Sept. 15, ship Pocahontas, Dennis; 18th, Nimrod, Howes; 21st, Uncas, W. H. Luce; 22d, St. George, J. C. Pease; Orozimbo, F. Pease; 23d, Rosseau, Green.
- ☞ Whaleships at New Bedford and Fairhaven bound to North Pacific:—America, Bryant; Chandler Price, Holcomb, Oct. 1; Euphrates, Heath, do; Geo. Howland, Pomeroy, do; Levi Starbuck, W. Jernegan 2d, do; L. C. Richmond, Hathaway, do; Maria Theresa, Cook, do; Montreal, Soule, do; Moctezuma, Tinker, do; Ohio, Barrett, do; Thomas Nye, Holly, do; Wm. C. Nye, Soule, do; Helen Snow, Nye, do; Manuel Ortiz, Hazard, do; Adeline Gibbs, Wittington, do; Arab, Grinnell, do; Geo. Washington, Brightman, do; Java, Raynor, do; Oregon, Tobey, do; J. A. Robt Baker, do; E. F. Mason, Sept. 20;

Eliza Adams, Thomas, Sept 30; John Wells, Woodbridge, Oct 5; Hibernia, Booker, Oct 10; Endeavor, Wilson; Favorite, Smith; Robt. Edwards, Wood, Oct 20; Rebecca Simms, Hawes; Daniel Webster, Bellows; Statira, R. G. Luce.

☞ Whaleship Wm. Badger, which sailed from New Bedford August 31, for North Pacific Ocean, put into Newport, Sept 15, leaking.

☞ Sailed from Sag Harbor, Sept 15, ships Jefferson, Hunting, and William Tell, Austin, for North Pacific Ocean.

☞ Sailed from Edgartown, Sept 17, ship Europa, Manter, for Pacific Ocean.

☞ A new ship, 375 tons burthen, called the William Wilson, was launched at Warren, R. I., Sept 4. She is intended for the whaling business, under the command of Capt. Taber, late of bark Dromo.

☞ The Elizabeth Barter was 63 days to Cape Horn; from the latitude of Rio experienced rough weather; fine weather off the Cape, and from thence to the Line 40 days—had strong breezes from N. W. to S. E. Spoke no vessels during the passage

PASSENGERS.

For SAN FRANCISCO—per Fanny Major, Nov. 9—Geo S Cushing, Capt N D Gates, Chas K Robbins, D H Ellis, J A Rice, Major Collins, Antonio Martin, Frank Jose, Chas Murry, Nicholas Seaman, Mr Marshall, H Phillips, Thos Mason, B Tewksbury, Alonzo Chapman, Levi W Turner, J O Rice, Mr Chase, W T Clayton, J L Mason, Manuel Joseph, Manuel Sylva, Frank White, J Marshall, Geo Wilson, C Walker, Robert O'Sullivan.

From OCHOTSK SEA—per Splendid, Nov 9—Nicholas Houghtaling, J W Fitzpatrick.

From BREMEN—per Antilla, Nov 16—L Baumbach, A Saefer, Scholz, Burgemeister, E Schimmelpennig, Albrecht, Mrs Albrecht and infant.

From SAN FRANCISCO—per Yankee, Nov. 20—H Dreyfous, wife and 2 children and servant, Mrs Chas Johnson and 4 children, Mrs F Bennett, Mrs and Miss Immel, J C Smith, G E Snell, F Hopkins, J E Chapman, J G Mitchell, U. S. N., E S Walker, Judge J G Marvin, M Russell, J Constantine, and 5 in the steerage.

From OREGON—per Metropolis, Nov 23—Cyrus Olney, lady and 2 children, J G Carsons, Mrs J C Carsons, Nathan Olney, lady and 2 children, Byron Olney, E C Wilber, Prof. R Risley, J Devanti, Philip Dickerson, Chas Risley, Dan Tompkins, W L Lewis.

For TALCAHUANO—per Massachusetts—John S Van Ingen. For NEW BEDFORD—per John Gilpin, Nov 28—Mr and Mrs Stephens and 3 children, Miss Mary Pitman, Mr John H Wood and 3 children, Mrs Rivitt and 3 children, Mr W Sherwood, Mr Ford.

PORT OF LAHAINA.

ARRIVALS.

- Nov. 3—Hudson, Marston, 170 sp, 700 wh, 8000 bone.
 3—Cambria, Pease, 1200 wh, 14,000 bone.
 3—Benjamin Rush, Wyatt, 300 wh, 2500 bone.
 2—Minerva, Warner, 600 wh, 9000 bone.
 4—Cowper, Dean, 500 wh, 7000 bone.
 4—Milton, Halsey, 85 sp, 800 wh, 10,000 bone.
 4—Champion, Coffin, 80 sp, 825 wh, 10,900 bone.
 5—Gov. Troup, Milton, 55 sp, 1250 wh, 14,000 bone.
 6—Navy, Wood, 50 sp, 1000 wh, 15,000 bone.
 6—Gratitude, Cornell, 250 wh, 2000 bone.
 6—Corea, Fish, 750 wh, 12,000 bone.
 6—Gen. Scott, Clough, 350 sp, 900 wh, 14,000 bone.
 6—Aphie Maria, Chase, 250 sperm.
 6—Ocean Rover, Veeder, 600 sperm.
 6—Lagoda, Willard, 50 sp, 700 wh, 7000 bone.
 7—Trident, Taber, 550 wh, 7000 bone.
 9—Massachusetts, Green, 1300 wh, 17,000 bone.
 9—Phoenix, Hinckley, 1000 wh, 14,000 bone.
 14—Cornelius Howland, Luce, 700 wh, 9000 bone.
 14—Tenedos, King, 500 wh, 9000 bone.
 14—Louisa, Hathaway, 750 wh, 9000 bone.
 23—Massachusetts, Chatfield, 100 sp, 900 wh, 13,000 bn.
 Arnolda, Sarvent, 750 wh, 10,000 bone.
 24—Covington, Newman, 300 wh, 3,500 bone.

DEPARTURES.

- Nov. 3—Cambria, Pease, for Honolulu.
 3—Triton, White, for New Zealand and New Bedford.
 3—Olympia, Ryan, to cruise.
 3—General Teste, Lemercier, for New Zealand.
 4—Caulaincourt, Labaste, for Tahiti.
 4—Gen. D'Hautpoul, Darnandarts, for Tahiti.
 4—Prudent, Hamilton, for Honolulu.
 4—John Coggeshall, Lambert, to cruise.
 4—Nil, Grandisaigne, for New Zealand.
 5—Henry Taber, Ever, to cruise south.
 5—Napoleon III, Morrell, for New Zealand.
 7—Elizabeth, Annett, for New Zealand.
 9—Minerva, Willard, for Honolulu.
 11—Antelope, Potter, to cruise South.
 11—Wolga, Crowell, to cruise South.
 12—Columbia, Folger, to cruise on the Line.
 12—Vigilant, McCleave, for Coast of California.
 13—Lagoda, Willard, to cruise South.
 13—Hudson, Marston, for Honolulu.
 13—Florence, Champlin, to cruise on the Line.
 14—Phoenix, Hinckley, for Honolulu.
 14—Governor Troup, Milton, for Honolulu.
 14—Champion, Coffin, for Margarita Bay.
 14—Benjamin Rush, Wyatt, to cruise.
 15—Joseph Meigs, Coffin, for New Bedford.
 15—Cowper, Dean, to cruise on the Line.
 15—Walter Scott, Collins, to cruise.
 15—Gratitude, Cornell, for Talcahuano.
 15—Gen. Scott, Clough, to cruise on the Line.
 21—Bark Massachusetts, Green, for Talcahuano.
 21—Trident, Taber, to cruise South.
 23—Mary L. Sutton, Sisson, for New Bedford.
 Arnolda, Sarvent, to cruise South.
 Massachusetts, Chatfield, for Honolulu and cruise.

PORT OF HILO, H. I.

ARRIVALS.

- Nov. 3—Hobomok, Marchant, 500 wh, 8000 bone.
 3—Lydia, Leonard, 350 wh, 500 bone.
 4—Massachusetts, Chatfield, 900 wh, 13,000 bone.
 5—Callao, Howland, 700 wh, 7000 bone.
 5—Empire, Russell, 300 wh, 3000 bone.
 5—Covington, Newman, 300 wh, 3000 bone.

MARRIED.

In Honolulu, Saturday evening, Nov. 28, by Rev. S. C. Damon, Mr. JOHN C. RICE, 1st officer of ship India, to Miss ISABELLA BESS.

In Holden, Massachusetts, at the close of the exercises of the monthly Missionary Concert, by Rev. Professor Smith, assisted by Rev. Richard Woodhull, Rev. EPHRAIM P. ROBERTS, Missionary of the A. B. C. F. M., to Miss MYRA H., daughter of Daniel Farrington, Esq., of Holden. Mr. and Mrs. Roberts will sail for the Micronesian Islands about the 1st of October.

DIED.

On the 14th of August last, during the prevailing epidemic, our Master took from us our friend MIKHEALA KAO. She had been much reduced by a severe attack of erysipelas, and was able to bear up but a little while against the epidemic. She died at Wailuku. East Maui in about the 57th year of her age, and in the hope of the Gospel. She belonged to the family of the ancient high chiefs of the country and like them was distinguished for her hospitality to strangers. She was a woman of superior mind and much beloved by the people who heartily join her bereaved husband, Kuiliani and relations in mourning their loss.—Com.

In this city, on Wednesday morning last, of chronic pericarditis, or disease of the heart, CHARLES NELSON, a carpenter, native of New York State, aged about 38 years.

In San Francisco, Nov. 1, GEORGE, eldest daughter of Eveline J and Milo Calkin; born at the Sandwich Islands, May 12, 1845.

In Honolulu, on the 23d ult., HANS HANST, a seaman belonging to German whaleship Republic.

On board bark Black Eagle, in the China Sea, March 14, 1857, after a short illness with brain fever, Mr. JOSEPH SMITH, of New London, Ct., aged 33 years, first officer of the vessel.

Same date, of consumption, ALBERT NICHOLS, of Sag Harbor, aged about 37 years.

In Medford, Mass., Oct 3, aged 69 years, Mrs. MARY, widow of William Howe, and mother of Mr. Geo. G Howe, of this city.

Lost overboard from the whaleship Daniel Wood, Dec. 22, 1856, JOHN Q. RIGGS, a seaman, aged about 21 years, belonging to Avon, New York State.

To the Owners, and Persons interested in Whaleships in the Pacific Ocean.

OFFICE OF THE PANAMA RAIL-ROAD COMPANY, }
 NEW YORK, July 20, 1857. }



The Panama Rail-Road Company takes this method of informing those interested in the Whaling business, of the advantages offered by the Railroad across the Isthmus of Panama, for the shipment of Oil from the Pacific to the United States, and for sending outfits and supplies from the United States to Panama.

The Railroad has been in regular and successful operation for more than two years, and its capacity for the transportation of every description of merchandise, including Oil, Provisions, &c., has been fully tested. The attention of several Captains of whaleships has recently been turned to the subject of shipping their oil from Panama to New York during the present season, and the Panama Rail-Road Company has made arrangements to afford every facility which may be required for the accomplishment of this important object. A Pier, 450 feet long, has been built in the bay of Panama, to the end of which Freight Cars are run to receive cargoes from lighters or vessels lying alongside, and deliver the same alongside of vessels at Aspinwall. Vessels of from 200 to 300 tons can lie at the Pier with safety, grounding in the mud at low water.

The vessels to and from Aspinwall are fast-sailing brigs, belonging to the Rail-Road Company, and the Company is prepared to receive oil at Panama and deliver it in New York, under **through Bills of Lading** at the rate of eight cents per gallon, if received at the Pier, and nine cents per gallon if received in the harbor from ship's tackles, charging for the capacity of the casks, without allowing for wantage. This charge covers every expense from Panama to New York, in case the oil is sent through the Superintendent or Commercial Agent of the Panama Rail-Road Company, insurance excepted. The freights may be made payable on the Isthmus or in New York at the option of the shipper.

The vessels of the Company sail regularly semi-monthly, and the average passages to and from Aspinwall are about twenty to twenty-five days. The time occupied in crossing the Isthmus is four hours. Oil, during its transit across the Isthmus, will be covered with canvas, or conveyed in covered cars, and owners may be assured that every care will be taken to prevent leakage. Several cargoes have already been conveyed to New York without the slightest loss.

Oil or other goods consigned for transportation to the Superintendent of the Panama Rail-Road Company, or to William Nelson, Commercial Agent of the Company at Panama, will be received and forwarded with the greatest despatch.

☞ Frederic L. Hanks has been appointed Agent at Honolulu, Sandwich Islands, and is prepared to furnish every requisite information to shippers.

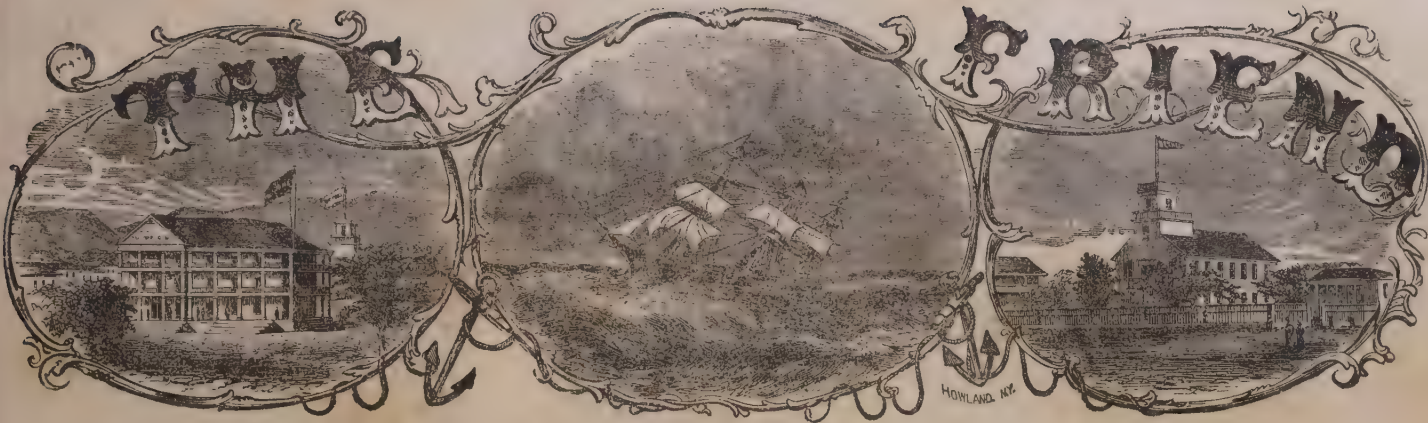
JOS. F. JOY, Secretary

FREDERIC L. HANKS,
 Agent Panama R. R. Co., Honolulu S. I.

64-12m

DR. J. MOTT SMITH,
 DENTIST.

Office corner of Fort and Hotel streets, Honolulu: 70-6m



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DEVOTED TO

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SAMUEL C. DAMON,

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VOL. XV.

HONOLULU, H. I.

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1858.



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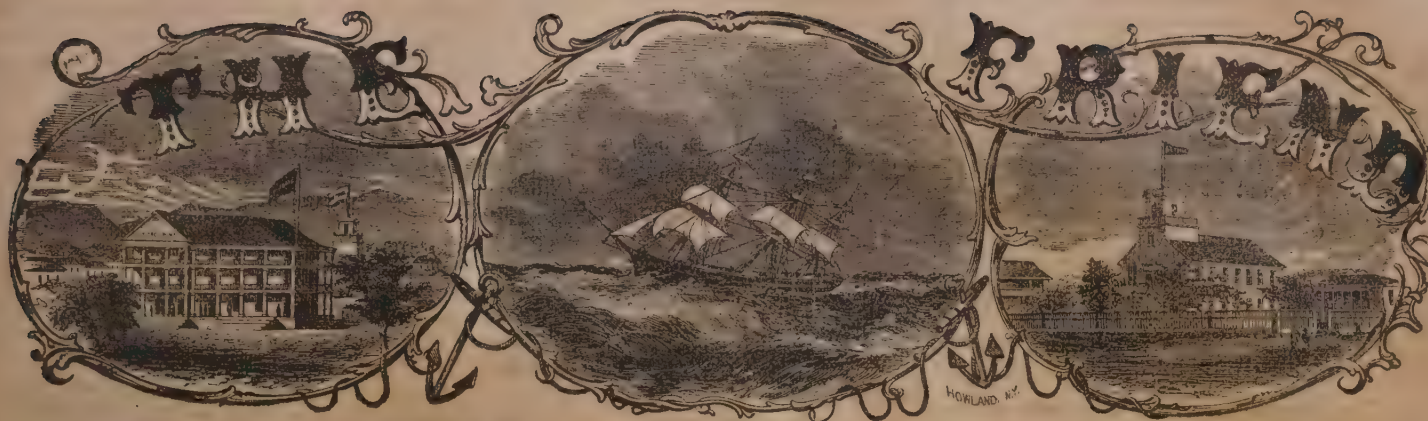
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THE FRIEND.

JANUARY 1, 1858.

VOLUME XV.

With the new year, we commence the fifteenth volume of the *Friend*. It is the policy of many newspaper-publishers to alter, change, and (if their means will allow) enlarge the dimensions of their sheet, from year to year. Our plan has been to make as few changes as possible, but maintain the even tenor of our ways, furnishing our readers such an amount of useful and entertaining matter, as the state of our finances would allow. With the close of the year we rejoice to find the *Friend* out of debt! Would that all its readers could say as much! The generous response to our appeal enables us to announce this favorable state of our finances. All contributors have our sincere thanks, and our seafaring readers may rest assured that, in return, we shall scatter our little sheet broadcast over the ocean.

Thinking it may not be uninteresting to some of our readers, we propose, during this year, to publish a series of articles upon Hawaiian history. These sketches, for the most part, will relate to the history of this people previous to 1820, or the arrival of the missionaries. Since that period the history is full, but prior to that date comparatively little is known, except what may be learned from the pages of Cook and Vancouver. We commence with "Campbell's residence on Oahu, 1809-1810." This is an old and rare volume, and the copy in our possession is the only one we have ever met with. Extracts from

other writers will appear in successive numbers of our paper.

Re-Opening of Oahu College.

We rejoice to announce that this institution will be again opened on Wednesday, the 13th inst. The return of President Beckwith, and his report, inspire the friends of the institution with the confident assurance that the ultimate success of the enterprise is morally certain. Although the financial difficulties at present existing in the United States, prevented the completion of the endowment, still the way is prepared for its future prosecution. In the mean time, the American Board of Commissioners assume the support of the institution. The new appointment of Mr. De Witt Alexander as a Professor in the College, meets with general favor. He is remembered as a promising, youthful student, and, while connected with Yale College, acquired a most enviable reputation as a young man of ripe scholarship. His arrival is anticipated by the next California vessel. Every friend of the Hawaiian Kingdom and the cause of learning and education must earnestly wish for the success of Oahu College. Its influence will be elevating and ennobling upon our youth and the community.

With the close of the year terminates the engagement of Mr. Bicknell as Colporteur, under the patronage of the Hawaiian Tract Society. At a late meeting of the Society, he read an interesting report of his labors. Having been brought into close contact with him, in efforts to do good among seamen, it affords us great pleasure to speak of his modest and unwearied labors to benefit his fellow-men. We understand that he is making arrangements to return to Marquesas and resume his self-denying labors among that people, whenever an opportunity occurs. The return of the *Morning Star*, on or before the 1st of March, will probably afford the first opportunity. Mr. Bicknell has been publishing a small reading book in the Mar-

quesan dialect, and has now in press the Gospel of John, which will be completed before his departure.

"NOTHING VENTURE, NOTHING HAVE"—is an old saying, but occasionally verified in a remarkable manner. We recently saw a fine specimen of this year's crop of sugar from the Lihue plantation. It was beautiful, and the first fruits of a large crop. If ever a company of agriculturists deserved a fine crop as the reward of their labors and expenditure, it is surely the owners of that plantation. When it seemed as if failure was certain, on account of the want of rain, the idea was conceived of irrigation, and that by digging a trench eight or nine miles in length, over country requiring many angles and curvatures; but "nothing venture, nothing have" was the only principle that would work. It seemed to be "the last hook to hang a hope upon." We are glad the hook did not give way! The irrigation enterprise has succeeded beyond all expectation. The crop now being taken off, at present prices, will prove ample remuneration for the thousands expended in trenching. The success of the plantation depends almost entirely upon irrigation. Most heartily we congratulate the proprietors, but especially Messrs. Marshall & Rice.

We would call the attention of sailors to the advertisement respecting a Sailor's Home in San Francisco. That a "Home" was needed there, is manifest from an account of the treatment of sailors, found in another part of our columns. We have often heard sailors from San Francisco relate accounts of similar treatment. It is gratifying to learn that the "Home" in San Francisco is well patronized. Success to the enterprise.

Prof. George E. Beckwith, of the Sandwich Islands, received the honorary degree of A. M., at Williams College, Mass., at the commencement of August last.

**CAMPBELL'S RESIDENCE ON OAHU,
1809—1810.**

A VOYAGE ROUND THE WORLD, from 1806 to 1812; in which Japan, Kamschatka, the Aleutian Islands, and the Sandwich Islands were visited; including a narrative of the author's shipwreck on the Island of Sannack, and his subsequent wreck in the ship's long-boat; with an account of the present state of the Sandwich Islands, and a Vocabulary of their language. By ARCHIBALD CAMPBELL. Second American Edition—Illustrated by a Chart. New York: Printed by BRODERICK & RITTER, No. 20 James Street. 1819.

THE foregoing title-page fully indicates the contents of the book, from which the following paragraphs are copied. The date of the publication, (1819), shows that that volume was printed and circulated prior to the arrival of the first company of missionaries at these islands, in 1820. The book contains much valuable information respecting the condition of the Sandwich Islanders fifty years ago. This information is interesting, from the fact that the author resided for a period of thirteen months on the island of Oahu, and most of that period in Honolulu.

The author of the book is distinctly remembered by Captain Adams, now residing at Kalihi, and from conversation with him we have been led to place much reliance upon Mr. Campbell's statements. Capt. Adams first met Campbell, as a sailor, at the Cape of Good Hope, in 1806. They parted then, but met again in Honolulu in 1809. During the interval, Campbell visited India, China, Japan, and the Russian settlements on the N. W. coast of America, where the vessel was wrecked, in which he sailed. Subsequently to the wreck, he was much exposed, and both of his feet were severely frozen, which finally resulted in their amputation. Having reached Sitka, he was mercifully provided for by the Russians, and finally came in one of their vessels, the *Neva*, to Honolulu, in 1809. Respecting his reception, and residence on the islands, we shall allow Campbell to relate his own story. We copy, in full, chapter VIII., from Campbell's book:

We proceeded on our voyage to the Sandwich Islands, and enjoyed fine weather, with favorable winds.

No land was seen from the time we quitted the Fox islands, till the 27th of January.

On that morning, at day break, we discovered the mountains of Owhyhee, at the distance of ten leagues. In the afternoon, we were close in with the land, and coasted along the north side of the island.

The breeze being light, several canoes came from the shore with fresh provisions. We stood off and on for some time, carrying on a brisk trade with the natives; amongst other things supplied by them, we were surprised to find sheep and goats, the breed of which, although but recently introduced, has increased so rapidly that they already form an article of trade.

We passed the foot of Mouna-kaa, one of the highest mountains in the world. The sides are extremely steep, and although situated within the tropics, the summit is perpetually covered with snow; a narrow tract of level ground lies between the base of the mountain and the sea, terminating in high abrupt cliffs; presenting at a distance a most barren appearance. On a nearer approach, however, we could observe numerous patches of cultivated land, and the lower parts of the mountain covered with wood. Farther to the west, the plains are of greater extent, the country well wooded, and in a high state of cultivation; with many villages and houses presenting every appearance of a numerous and industrious population.

Mouna-roa, one of the mountains in the interior, is a volcano; a few years before this time a violent eruption took place, when it sent forth a stream of lava which ran into the sea. Isaac Davis, with whom I afterwards resided, and who had gone in a canoe to witness it, informed me that where the lava joined the sea, the heat was so intense that he could not approach nearer than fifty yards. We did not see any flame or smoke issuing from the crater.

We made sail in the evening, and reached Mowee the following day.

Whilst running along the southeast side of the island, several canoes came off with refreshments. In one of them was a white man, calling himself Joseph Wynn, an American. He had resided several years upon the island, where he had a family, and cultivated a piece of land, which had been granted to him by Crymakoo, a powerful chief.

I afterwards learned that his real name was Angus Maccallum, a native of Houstoun, in Renfrewshire. Having served with his brother in the *Diana* frigate, and coming from the same part of the country, a great degree of intimacy naturally took place between us, and we had much conversation together.

Amongst other things, I told him that I understood the Russians had some intention of forming a settlement on the Sandwich Islands. This reached the captain's ears, and he gave me a severe reprimand, for having, as he expressed it, betrayed their secrets. He desired me to say no more on the subject in future, otherwise I should not be permitted to leave the ship.

I know not what obstacle prevented this plan from being carried into effect; but although the *Neva* remained several months in the country, I never heard any more of the settlement.

We came to anchor in the harbor of Lahina. The captain went ashore and returned with a supply of fresh provisions. I wished much to have accompanied him, but the surf rendered the landing too difficult for one in my helpless condition.

Tamaahmaah, king of Owhyhee, Mowee, Wahoo, and the adjoining islands, resided some years at this place. His house, which we could distinctly see from the ship, was built of brick, after the European manner. Of late he has fixed his residence at Wahoo; upon learning which the captain determined to proceed thither.

The island of Mowee is of great height. At a distance it appears like two Islands, a low flat piece of land running completely

across, and dividing it into two peninsulas. Maccallum informed me that it was very fertile; that provisions were abundant, and much cheaper than at either Owyhee or Wahoo.

We weighed on the morning of the 29th, and passing between the islands of Morokai and Ranai, reached the harbor of Hanaroora, on the south side of Wahoo, the same evening.

A number of natives came off, as usual, the moment the ship hove in sight. King Tamaahmaah was in a large double canoe; on his coming alongside, he sent his interpreter on board to announce his arrival.

The captain immediately went to the gangway to receive his majesty, and shook hands with him when he came upon deck.

He was, on this occasion, dressed as a European, in a blue coat and gray pantaloons.

Immediately on his coming aboard, the king entered into earnest conversation with the captain. Amongst other questions, he asked whether the ship was English or American. Being informed that she was Russian, he answered "Meitei, meitei," or, very good. A handsome scarlet cloak, edged and ornamented with ermine, was presented to him from the governor of the Aleutian Islands. After trying it on, he gave it to his attendants to be taken on shore. I never saw him use it afterwards. In other canoes came Tamena, one of his queens, Crymakoo, his brother-in-law, and other chiefs of inferior rank.

My appearance attracted the notice, and excited the compassion of the queen; and finding it was my intention to remain upon the islands, she invited me to take up my residence in her house. I gladly availed myself of this offer, at which she expressed much pleasure; it being a great object of ambition amongst the higher ranks to have white people to reside with them. When the ship was brought to anchor, she sent me ashore in one of her canoes.

Captain Hapemeister recommended me at the same time to the notice of the King, by informing him, that I could not only make and repair the sails of his vessels, but also weave the cloth of which they were made.

The king assured him that I should be treated with the utmost kindness. It will be seen in the sequel how well he performed his promise.

Upon landing I was much struck with the beauty and fertility of the country, so different from the barrenness of the Fox islands.

The village of Hanaroora, which consists of several hundred houses, is well shaded with large cocoa-nut trees. The king's residence, built close upon the shore, and surrounded by a palisade upon the land side, was distinguished by the British colors and a battery of sixteen carriage guns, belonging to his ship, the *Lilly Bird*, which at this time lay unrigged in the harbor. This palace consisted merely of a range of huts, viz.: the king's eating-house, his sleeping-house, the queen's house, a store, powder-magazine, and guard-house, with a few huts for the attendants, all constructed after the fashion of the country.

At a short distance were two extensive store-houses, built of stone, which contained the European articles belonging to the king.

I was conducted to the house occupied by

the two queens. It consisted of one large apartment, spread with mats; at one end of which the attendants of both sexes slept, and at the other the queens occasionally slept when the king was in the morai.

They and their attendants always eat here, and Tamena wished me to join them; but as I had been informed by Crymakoo, that if I did so, I should not be allowed to eat with men, I resolved to decline her offer.

The *Neva* remained in the harbor three months, during which time I ate my victuals on board. At the end of that period, having completed a cargo of provisions, consisting of salted pork and dried taro root, she sailed for Kodiak and Kamschatka. I was then invited by the king to take my meals in his eating-house, and at the same time he desired a young American, of the name of William Moxely, a native of Norfolk in Virginia, who understood the language, to eat along with me, to act as my interpreter. The king's mode of life was very simple; he breakfasted at eight, dined at noon, and suppered at sunset.

His principal chiefs being always about his person, there were generally twenty or thirty persons present; after being seated upon mats spread on the floor, at dinner a dish of poi, or taro pudding, was set before each of them, which they ate with their fingers, instead of spoons. This fare, with salt fish and consecrated pork from the morai, formed the whole of the repast, no other food being permitted in the king's house. A plate, knife and fork, with boiled potatoes, were, however, always set down before Moxely and me, by his majesty's orders.

He concluded his meal by drinking half a glass of rum; but the bottle was immediately sent away, the liquor being tabooed, or interdicted to his guests. The breakfast and supper consisted of fish and sweet potatoes.

The respect paid to the king's person, to his house, and even to his food, formed a remarkable contrast to the simplicity of his mode of living.

Whenever he passed, his subjects were obliged to uncover their heads and shoulders. The same ceremony took place upon their entering, or even passing his residence; and every house which he entered was ever after honored with the same marks of respect. Once, when employed in the house of Isaac Davis, making a loom for the king, I observed him passing, and being ignorant of this custom, requested him to enter and observe my progress; but he declined doing so, informing me of the consequence. He, therefore, seated himself at the door, till I brought out my work for his inspection.

When his food was carrying from the cooking-house, every person within hearing of the call Noho, or sit down, given by the bearers, was obliged to uncover himself, and squat down on his hams.

This ceremony was particularly inconvenient when the water used in the king's house was carried past; there being none of a good quality near Hanaroora, it was necessary to bring it from the mountains, a distance of five miles. The calabash carriers were obliged, when any person appeared in sight, to call out Noho. They, however, ran past as quick as they could, not to detain his majesty's subjects in so unpleasant an attitude.

White people were not required to pay

these honors, though scrupulously exacted from the natives.

Tamaahmaah was most attentive in performing the duties of religion, and constantly attended the morai on the taboo days, which took place about four times each month. The ceremonies lasted one day and two nights; during which time no person was permitted to pass the bounds of the morai.

When the king was absent on these occasions, I did not experience the same attention as at other times; the attendants became very remiss in providing my dinner, and I was sometimes obliged to go without it altogether.

I accompanied the king once to the morai; but not relishing the confinement, and being unwilling to make complaints, I removed, about the beginning of May, to the house of Isaac Davis, a Welshman, who had been about twenty years upon the island, and remained with him till the king gave me a grant of land about six months afterwards.

Mr. Davis arrived at the Sandwich Islands as mate of a small American schooner. The captain, a very young man, having incautiously permitted the natives to go on board, without any restriction, a chief, of the name of Tamahmootoo, observing this, planned her capture. For which purpose a number of natives, under various pretences, crowded into the vessel, and, upon a signal being given, threw the whole crew, five in number, into the sea. Davis, being an excellent swimmer, laid hold of one of the canoes, from which, however, he was beat off by paddles. He swam to another, where the natives also attempted to beat him off; but being a stout, athletic man, he was able to keep his hold. Having no arms, they attempted to put him to death, by holding him under the water, and beating him with their paddles; and also endeavored to strangle him, by placing his neck across one of the beams of the canoe, and trampling upon him. But by this time the rest of the crew having been destroyed, and the schooner taken possession of, they relented, and ceased to torment him any farther. He was carried ashore blind, and almost lifeless, and it was eighteen months before he recovered his sight. He told me, that, before this time, he had never believed in the existence of God, and had led a very sinful life; that, upon the near prospect of death, the idea of his offences filled him with terror; and that he tried to repeat the Lord's Prayer, and felt himself strengthened after doing so.

Tamaahmaah, who was at a distant part of the island, was extremely indignant at Tamahmootoo when he heard of this outrage.

He took the vessel from him for the purpose of restoring her to her owners, and showed the utmost kindness to Davis. Nearly at the same time, another Englishman, of the name of Young, was detained upon the island.

These two constantly attached themselves to Tamaahmaah; and, from their knowledge of fire-arms, proved of essential service in the expeditions in which he conquered Mowee, Morotoi and Wahoo.

They were rewarded, by being raised to the rank of chiefs, and received extensive grants of land.

When Tamaahmaah removed to Wahoo, Davis accompanied him, and he left Young as governor of Owhyhee. These two he always

treated with much greater confidence than any of the native chiefs. Davis had extensive grants of land on several of the islands. Upon Wahoo alone he had estates on which were four or five hundred people, who cultivated the land, and paid him a rent in kind. These were exempted from the taxes paid by the other chiefs for their lands; but Davis frequently made the king presents of feather cloaks, and other valuable articles.

He was married to a native woman, by whom he had no children. By a former wife he had three, two of whom were left under the charge of Mr. Young of Owhyhee. His house was distinguished from those of the natives only by the addition of a shed in front to keep off the sun; within, it was spread with mats, but had no furniture, except two benches to sit upon. He lived very much like the natives, and had acquired such a taste for poi, that he preferred it to any other food. We had, however, at all times, abundance of pork, goat's flesh, and mutton, and frequently beef sent by Young from Owhyhee, and in the mornings and evenings we had tea. His wealth, consisting of mats, feathers and cloth, the produce of the island, and a large assortment of European articles, which he had acquired by trading with the ships that touched here; these were contained in a large storehouse, built of stone, adjoining his dwelling.

My first employment was to overhaul the sails of the king's vessels, and to repair such as were out of order. After working two or three months at this, he desired me to make some canvas.

Having informed him that a loom was necessary, he ordered Boyd, his principal carpenter, to make one. This, however, Boyd declined, from an illiberal notion held by many of the white people, that the natives should be taught nothing that would render them independent of strangers. He told the king he did not know how to make looms; upon which I undertook to make one myself; although, by so doing, I incurred the displeasure of many of my countrymen. Davis had a native servant called Jack, who worked as a tailor, and was a very handy fellow. This man showed much anxiety to observe how I proceeded; but his master told me by no means to allow him, as he was so quick he would soon learn to make a loom himself. When I said I had no wish to make it a secret, he replied, that if the natives could weave cloth, and supply themselves, ships would have no encouragement to call at the islands. Another instance of this narrow way of thinking occurred, when a brother of the queen's, whose name I do not remember, but who was usually called by the white people, John Adams, wished me to teach him to read, Davis would not permit me, observing "they will soon know more than ourselves."

The making of the loom, from want of assistance, and want of practice, proved a very tedious job. I succeeded tolerably well at last; and having procured a supply of thread, spun by the women from the fibres of the plant of which their fishing lines are made, I began my operations. After working a small piece, I took it to the king as a specimen. He approved of it in every respect except breadth, which was only about half a yard, saying, he wished it made wide enough for an awning to his ship. This was beyond

my power; but I told him I could make it a yard wide, and then sow it up into any size. He accordingly ordered me to make a loom of the necessary dimensions. The small piece I wove he kept, and showed it to every captain that arrived as a specimen of the manufacture of the country. I had nearly finished the other loom, when the ship arrived in which I quitted the island.

(To be continued.)

News from India.

Intelligence from that quarter of the globe continues of a dark and gloomy character. The mutiny is by no means suppressed. Delhi remains still the head quarters of the rebellion. The late news furnishes very important information upon the nature of the mutiny. At first, all was confusion, public men, editors and letter writers hardly knew what to write, except to make known the details of such acts of cruelty and butchery as seem unaccountable, and would be incredible did they not come authenticated by names, which are a guarantee of truth. This point is well ascertained, the mutiny is a Mohammedan and not a Hindoo affair. All the long suppressed and deeply cherished feelings of the Mohammedan population of India are enlisted upon the side of the mutineers. Delhi is the ancient seat of Mohammedan power. The King set up and acknowledged by the mutineers, is a lineal descendent of the old Mogul Dynasty. Another fact is worthy of notice: the mutiny is, as yet, confined to the Bengal Presidency. No symptoms of rebellion are spoken of as appearing in either the Bombay or Madras Presidencies. Another fact is worthy of special notice: the success of missions and influence of Christianity have been less in the Bengal than in either of the other Presidencies. This fact will or ought to silence the lips of caviling politicians and infidel writers, who would wickedly attribute the rebellion to Missionary influence. As one writer well remarks, there has been *too little* and not *too much* Missionary or religious influence.

The whole naval and military force of England, will be concentrated to repress the rebellion, and no doubt can exist that the British power will eventually triumph, although treasure and blood must flow, in streams broad and deep. Eighty thousand British troops, will very soon be landed in India.

One feature of the war is much to be deplored; that is the spirit of retaliation that prevails. Hence the terrible scenes of cruelty, brutality and blood, which are so vividly delineated in both English and American newspapers. War is a fearful scourge, terrible even in its mildest form. Who does not pray for that "better time coming?" The Lord reigns, and, blessed be his name, is able

to overrule all these untoward and, in themselves, undesirable events, for the advancement of that kingdom, which will eventually subdue all other kingdoms.

MORMON DIFFICULTIES.—From all the various reports and statements published in the California and Atlantic papers, we infer that the Mormon question will be a most difficult one to settle. An officer of the U. S. Army has recently visited Utah, for the purpose of ascertaining the state of things, and he reports that Brigham and other leading persons are determined to resist unto blood, and that U. S. troops will not be allowed to set foot in Utah. They speak decidedly and fanatically. War, then, must come—most probably it has commenced. From a late California paper we copy the closing paragraphs of Brigham Young's proclamation:

"Therefore, I, Brigham Young, Governor and Superintendent of Indian Affairs for the Territory of Utah, in the name of the people of the United States:

"1st. Forbid all armed forces of every description from coming into the Territory under any pretensions whatever.

"2d. That all the force in said Territory hold themselves in readiness to march at a moment's notice, to repel any and all such invasion.

"3d. Martial law is hereby declared to exist in the Territory on and after the publication of this proclamation; and no person shall be allowed to pass and repass into or from this Territory without a permit from the proper officer.

"Given under my hand seal, at Great Salt Lake City, Territory of Utah, the 15th day of September, A. D. 1857, and the Independence of the United States the 82d."

"BRIGHAM YOUNG."

MELANCHOLY DISASTER.—Capt. Randolph, of the *South Boston*, reports the death of the following persons: Mr. Albert N. Butts, of New Bedford, John Harrison and Fletcher Kline, Americans, and two Sandwich Islanders. This sad event occurred July 1st, and under the following circumstances: In attempting to return to the ship, the boat was upset in the surf, and all were drowned. Only the boatsteerer was saved, but he was senseless when taken on board. Capt. R. desires to express his grateful acknowledgments to the 1st and 3d officers of the *Parachute* for their efficient aid in rescuing the bodies of the unfortunate young men who were drowned; and also to Captain Corey, for furnishing materials for coffins. On the third day following the melancholy disaster, all the bodies were becomingly interred, a head-board and an enclosure erected by Captain Randolph, on the shore at Taovisky, Ochotsk Sea.

Capt. Morrison, of the *Daniel Wood*, will leave in a few days, and offers to take a mail to Micronesia.

COMMERCIAL CALENDAR: 1858.

| 1858. | S | M | T | W | T | F | S | 1858. | S | M | T | W | T | F | S |
|-------|----|----|----|----|----|----|-----|-------|----|----|----|----|----|----|-------|
| Jan. | | | | | | | 1 2 | July | | | | | | | 1 2 3 |
| | 3 | 4 | 5 | 6 | 7 | 8 | 9 | | 4 | 5 | 6 | 7 | 8 | 9 | 10 |
| | 10 | 11 | 12 | 13 | 14 | 15 | 16 | | 11 | 12 | 13 | 14 | 15 | 16 | 17 |
| | 17 | 18 | 19 | 20 | 21 | 22 | 23 | | 18 | 19 | 20 | 21 | 22 | 23 | 24 |
| | 24 | 25 | 26 | 27 | 28 | 29 | 30 | | 25 | 26 | 27 | 28 | 29 | 30 | 31 |
| Feb. | 31 | | | | | | | Aug. | 1 | 2 | 3 | 4 | 5 | 6 | 7 |
| | 1 | 2 | 3 | 4 | 5 | 6 | | | 8 | 9 | 10 | 11 | 12 | 13 | 14 |
| | 7 | 8 | 9 | 10 | 11 | 12 | 13 | | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| | 14 | 15 | 16 | 17 | 18 | 19 | 20 | | 22 | 23 | 24 | 25 | 26 | 27 | 28 |
| | 21 | 22 | 23 | 24 | 25 | 26 | 27 | | 29 | 30 | 31 | | | | |
| Mar. | 28 | | | | | | | Sept. | | | | | | | |
| | 1 | 2 | 3 | 4 | 5 | 6 | | | 5 | 6 | 7 | 8 | 9 | 10 | 11 |
| | 7 | 8 | 9 | 10 | 11 | 12 | 13 | | 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| | 14 | 15 | 16 | 17 | 18 | 19 | 20 | | 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| | 21 | 22 | 23 | 24 | 25 | 26 | 27 | | 26 | 27 | 28 | 29 | 30 | | |
| Apr. | 28 | 29 | 30 | 31 | | | | Oct. | | | | | | | |
| | 1 | 2 | 3 | 4 | 5 | 6 | | | 3 | 4 | 5 | 6 | 7 | 8 | 9 |
| | 4 | 5 | 6 | 7 | 8 | 9 | 10 | | 10 | 11 | 12 | 13 | 14 | 15 | 16 |
| | 11 | 12 | 13 | 14 | 15 | 16 | 17 | | 17 | 18 | 19 | 20 | 21 | 22 | 23 |
| | 18 | 19 | 20 | 21 | 22 | 23 | 24 | | 24 | 25 | 26 | 27 | 28 | 29 | 30 |
| | 25 | 26 | 27 | 28 | 29 | 30 | | Nov. | 31 | | | | | | |
| May | | | | | | | 1 | | 1 | 2 | 3 | 4 | 5 | 6 | |
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| | 9 | 10 | 11 | 12 | 13 | 14 | 15 | | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| | 16 | 17 | 18 | 19 | 20 | 21 | 22 | | 21 | 22 | 23 | 24 | 25 | 26 | 27 |
| | 23 | 24 | 25 | 26 | 27 | 28 | 29 | | 28 | 29 | 30 | | | | |
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| | 6 | 7 | 8 | 9 | 10 | 11 | 12 | | 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| | 13 | 14 | 15 | 16 | 17 | 18 | 19 | | 19 | 20 | 21 | 22 | 23 | 24 | 25 |
| | 20 | 21 | 22 | 23 | 24 | 25 | 26 | | 26 | 27 | 28 | 29 | 30 | 31 | |
| | 27 | 28 | 29 | 30 | | | | | | | | | | | |

Eclipses during 1858.

There will be four eclipses this year, as follows:

1. A partial eclipse of the moon, February 27, in the evening. Visible in the Eastern part of the United States, but not visible in this ocean.
2. An annular eclipse of the sun, March 15, in the morning. Invisible at the Sandwich Islands, but visible from the Mississippi River, in the United States, to Constantinople, in Turkey, and throughout the North Atlantic Ocean. The eclipse will be central and total in England.
3. A partial eclipse of the moon, August 24, invisible at the Sandwich Islands. At the southward and eastward of these Islands the moon will be a little less than one-half obscured.
4. A total eclipse of the sun, September 6-7, invisible at the Sandwich Islands. Begins at sunset, at the Southern extremity of Africa, and ends at sunrise, in the southern States of the United States. It will be central and total near the middle of South America.

Donations for Support of "Bethel" and "Friend," to Dec. 28, 1857.

| | |
|---|---------|
| A Christmas Gift, from J. F. B. M., | \$20 00 |
| Captain Norton, <i>South Seaman</i> , | 20 00 |
| Unknown donor, | 2 00 |
| do. do. | 1 00 |
| do. do. | 8 00 |
| A. Glass, | 2 50 |
| Captain Sisson, <i>Philip I.</i> , | 10 00 |
| Captain Pease, <i>Cambria</i> , | 10 00 |
| Captain Anderson, <i>Fortune</i> , | 10 00 |
| Captain Chappell, <i>Northern Light</i> , | 5 00 |
| Noah Maxwell, | 2 00 |
| C. A. Williams & Co., | 50 00 |

Cost of "Friend" for 1857.

| | |
|---------------------------------|------------|
| Debt of 1855, | \$151 02 |
| of 1857, | 152 34 |
| | \$303 36 |
| Printing, 1857, | 600 00 |
| Paper, | 283 99 |
| Carrier's fee, Clerk hire, &c., | 79 50 |
| | \$1,266 85 |

Receipts of "Friend," 1857.

| | |
|--------------------------------|------------|
| Subscribers, Advertising, &c., | \$599 50 |
| General Donations, | 385 00 |
| Special Appeal, | 802 35 |
| | \$1,266 85 |

P. S.—Total amount realized from the Special Appeal, \$460 00
Amount appropriated to pay expenses of *Friend*, 302 35

The balance credited to "Bethel," \$157 86

Incidental Expenses of Bethel, 1857.

| | |
|----------------------------------|----------|
| Debt, January 1, 1857, | \$107 86 |
| Repairs, &c., in Spring of 1857, | 699 55 |
| Sexton's services, &c., | 120 00 |
| | \$933 41 |

Total amount of Receipts and Donations, including balance, \$157 86, realized from Special "Appeal," after paying debt on the *Friend*, 734 65

Present Debt, December 28, 1857, \$198 76

The Nanakin of Ascension-

It is well known that the Missionaries at Ascension have experienced great difficulties in their labors among the natives, in consequence of the ignorance and prejudices of the people. An incident occurred about one year ago, which has resulted in much good. It was brought about through the kindly offices of Captain Chappell, of the *Northern Light*. While cruising among the Micronesian Islands, Captain C. touched at Ascension, and took a stand as a shipmaster meriting the highest praise. He refused to trade with the low and unprincipled whites upon the island, but held communication directly with the natives. This was a new feature in island commerce. He next invited the Nanakin, the chief of most authority upon the island, to make a short cruise. During their absence of twenty days, the vessel touched at Strong's Island and Wellington Island. The Nanakin has more authority upon the island than even the King. With their ideas of government, it was a great and unheard of event for the Nanakin to leave the island. He was accompanied by two attendants. During his passage to and from Strong's Island, Captain Chappell treated him with the respect becoming his rank and station. He speaks of the Nanakin as a man of decided ability for an uneducated Polynesian, resembling old King George, of Strong's Island, so well known among Missionaries and whalers. When the Nanakin embarked he was attended by a hundred canoes.

We are happy to learn, by letters recently received from the Rev. Mr. Sturges, that the Nanakin is rapidly acquiring knowledge. We have seen a letter written by him in the Bonapian dialect. The above mentioned facts show that it is in the power of shipmasters to render essential services to the Missionary enterprise. When such facts come to our knowledge, we shall not fail to record them.

TREATMENT OF SAILORS.

How the sailors are sometimes treated, may be learned from the following extract from the Rev. Mr. Taylor's "Seven Years Preaching in San Francisco." This book gives some graphic descriptions of the wrongs perpetrated on sailors:

When the sailor's bill at the boarding house runs to cover the "advance," the landlord says,

"Jack, you must ship."

"I won't do it," says Jack.

"You shall do it; you owe me a hundred dollars, and you must either pay me to-day or go to sea in the ship *Challenge*."

"O, I don't want to go to sea yet," says Jack.

"O, well, never mind," says the landlord, "you are a clever fellow, and you may stay at my house as long as you please and pay me when you get ready. Come let's take a drink."

Jack, very glad to be on such good terms with the landlord, walks up to the bar, and drinks to the health of his master. In ten minutes he is as insensible as a log. When he recovers from his mysterious sleep, he is out of sight of land. He is awakened by the stern command,

"Wake up here and go to work."

"How did I get here?" inquires Jack.

"You shipped in this ship, sir, and must go to work, without any grumbling," replied the captain sternly.

"I want to see the articles," says Jack.

"Well, sir, here they are, what is your name?"

"My name is John Waters."

"There it is written on the articles in two places, once by the landlord and once by the shipping master."

John puts his hand to his head, and studies a moment, and says,

"I want my advance before I go to work; how much was I to get?"

"One hundred and twenty-five dollars for the run, paid in advance," replies the captain, "and here is your account from the shipping office: your bill with the boarding master took one hundred dollars, leaving me twenty-five, which he handed me to give you when you got sober."

John takes the twenty-five dollars and goes to work. "But, you ask, what did the land-shark give to the sailor to take away his senses so suddenly?"

It was a compound of whisky, brandy, gin, rum and opium, which, if a man drinks he slakes into the Lethæan stream for a dozen of hours.

But the kidnappers practice not alone on seamen. Here is a case from the same volume:

A landlord, lacking a man to make up a crew, met a German glazer, on Long Wharf, with a pack of glass on his back, and said to him:

"Hie, my good fellow, don't you want a job?"

"Yes, sir."

"I want you," said the shark, "to put some glass in the stern of that ship," pointing to a ship in the stream. "Jump into my boat here, and I'll take you on board."

So off they went. As the German sat in the stern of the boat, much pleased with the prospect of a good job, the shark said to him, "Will you have a cigar?"

"Yes."

So the glazer sat and puffed away as he used to do in his Faderland, but before they reached the ship he tumbled over in the bottom of the boat. The shark threw his pack of glass into the bay and running alongside, hailed—"On deck there! lower away and haul up the man." A rope was lashed around him and he was hauled up. The shark run into the captain's office, saying, "Captain, I've got a first-rate sailor here, he's a little boozy to-day, but he'll be all right to-morrow," and got his advance.

The poor German waked up at sea with a longer job than he had engaged for, and the worst of the business, he must not only work for nothing, but he kicked and cuffed through the whole voyage for having the presumption to impose himself as an able seaman, when he knew nothing about the business. The cigar was dragged.

Hoisting of the British Flag.—Restoration of the Hawaiian Flag, and Guarantee of Hawaiian Independence.

The announcement of the death of Admiral Thomas, and the honors paid to his memory by the Hawaiian Government, naturally reminded us of the stirring scenes and memorable events of 1843, in Hawaiian history. That year appears to have been the most important, politically speaking, of any in the history of this kingdom. During several previous years there were influences at work, which led, not a few, to conjecture that the end of the Hawaiian kingdom and the Kamehameha dynasty had come. It was our privilege to arrive at the islands a few months prior to the hoisting of the British flag. We can distinctly recall the exciting scenes and bitter animosities which then prevailed. Our limits will not allow us to go fully into a history of the events of 1843, but we shall endeavor, however, to furnish our readers with a review of sufficient length to exhibit the prominent events of that year. We have selected, as topics of remark, the three most remarkable events of a year, viz.:

1. *Hoisting of the British Flag.*
2. *Restoration of the Hawaiian Flag.*
3. *Guarantee of Hawaiian Independence.*

1. HOISTING OF THE BRITISH FLAG.

The hoisting of the British flag was the final act of a party at the islands, which had, for years, been engaged in lawsuits and difficulties with the Hawaiian Government. In the Spring of '42, Sir George Simpson, Rev. William Richards, and T. Haalilio, a native chief, were appointed joint Commissioners to proceed to London and settle all the difficulties pending between the British and Hawaiian Governments. Messrs. Richards and Haalilio left the islands in July '42, on their mission. Two months after their departure, followed Mr. Charlton, British Consul. On quitting the islands he addressed a letter to the King, dated "Woahu, September 27, 1842," from which the following is an extract:

"Your Majesty's Government has more than once insulted the British flag, but you must not suppose that it will be passed over in silence. Justice, though tardy, will reach you; and it is you, not your advisers, that will be punished."

Mr. Charlton left a Mr. Simpson as Vice-Consul, but from Mr. Simpson's avowed sentiments, the King would not acknowledge him in his Consular capacity. On Mr. Charlton's passage to England *via* Mexico, he met at Mazatlan, Lord George Paulet, in command of an English frigate, the *Carysfort*. The story of British troubles was reported to his Lordship, who immediately sails for Honolulu to vindicate the insulted honor of the British flag. The *Carysfort* arrives here Feb. 10, 1843. During the following two weeks fruitless attempts were made at recon-

ciliation and adjustment. They were days of most anxious suspense. Hope and fear alternating with each day's negotiations. His Lordship taking the representations of the British Consular agents, pressed matters to an immediate settlement; the Government, on the other hand, continually asserting that a settlement of difficulties had been referred to the British Government in London. No satisfactory plan being devised for waiving the controversy or avoiding the present issue, Lord George threatened to fire upon the town, unless his demands upon the Government were complied with. Days and nights of anxious suspense and unavailing negotiation passed away. One idea seemed to be paramount on the part of those hostile to the Government, *in some way or other*, the British flag must be hoisted in place of the Hawaiian.

At last the King consented to make a temporary cession of his Kingdom to the Right Hon. Lord George Paulet, &c., &c., as the Representative of the Queen of England, subject to the final settlement of the difficulties in London.

Having decided upon pursuing this course, the King announced the event by the following apt, concise, beautiful, and touching speech:

"Where are you, chiefs, people and commons from my ancestor, and people from foreign lands?"

"Hear ye! I make known to you that I am in perplexity by reason of difficulties, into which I have been brought without cause! But my rule over you, my people, and your privileges will continue, for I hope that the life of the land will be restored when my conduct is justified."

The 25th of February, 1843, was a dark and melancholy day in Honolulu, on the part of the friends of the Hawaiian Kingdom. As persons saw the Hawaiian flag lowered, there were few, very few, that ever expected to see it restored. News respecting the doings of the French at the Society Islands reached Honolulu at this very juncture, and the impression was given out that there was an understanding between the French and British Governments, but if not an understanding, then the British were endeavoring "to steal a march" upon the French.

After the cession, during the five following months, the Islands were governed by what was styled the Provisional Government, or a British Commission.

Having briefly narrated an account of the hoisting of the British flag, we will direct the reader's attention to the manner in which it was lowered; and

2. THE RESTORATION OF THE HAWAIIAN FLAG.

The Provisional Government, or British Commission, did not work well. There were serious fears that bloody collisions would

take place. Many things were done to wound the feelings of the king and chiefs, and to incense the minds of the common people. Many of the foreigners, not only Americans, but even some of the British were by no means pleased with the course things were taking. Most fully do we believe that it was under God, owing to the ascendancy and moral power which Christianity had attained throughout the kingdom, which prevented bloodshed. While weary months passed away, and relief was looked for from London, lo, help arrives from another quarter! The British Admiral, Richard Thomas, Commander-in-Chief of the British forces in the Pacific, arrives in the *Dublin*, from Valparaiso. He was, of course superior *in office*, if not *in rank*, to the honorable Lord George Paulet. The *Dublin* arrived July 26. The political horizon immediately assumes a different and brighter aspect. The most friendly and amicable negotiations are entered upon. The King is assured that his sovereignty shall be respected, and his flag restored. In turning back to copy of the *Friend*, published on 31st of July, 1843, we find the following:

THE RESTORATION.

"This day, July thirty first, one thousand eight hundred and forty-three, will hereafter be referred to, as memorable in the history of the Sandwich Islands Government. The King finding himself involved in difficulties, which were not of his own making, under a reservation most reluctantly made a Provisional Cession of his dominions to the Queen of England. He signed the treaty of cession while bathed in tears. At 3 o'clock, P. M. Feb. 25, 1843, the National Flag was taken down, while that of England was raised. Never shall we forget the day. To the native population and a majority of the Foreign Residents of all nations, it was a day of sadness. They knew not as their eyes would ever again behold the Flag of Kamehameha III., waving over his rightful dominions. Whoever shall write an accurate history of the period which has since elapsed must draw some dark shades to the picture.

"The arrival of H. M. S. *Dublin*, and the negotiations which have taken place between the Admiral and the King, present affairs in a different aspect, which to most in this community is as unexpected as joyful.

"The King is to receive a full restoration of his rights, privileges and dominions. This morning, a public recognition of this restoration will take place. At 10 o'clock, A. M., His Majesty Kamehameha III., will appear upon the plain East of the town. His standard will be unfurled under a general salute; which being finished, the National Flag will be displayed on both Forts, and be saluted by H. B. M. Ships with 21 guns each, which will be answered from the Forts. At one o'clock, public religious services will be held in the Stone Church. At three o'clock, His Majesty will embark to visit RICHARD THOMAS, Rear Admiral of the White, H. B. M. Ship *Dublin*.

"If reports are true, there will be other salutes and exhibitions of public joy! No doubt many hearty wishes and fervent prayers will be uttered for the prosperity of the King, and the welfare of the Government. To the latest generation may a lineal and worthy successor of His Majesty KAMEHAMEHA III., sit upon the throne of his ancestors. All genuine lovers of the Sandwich Islands Government, here and throughout the world, will cherish in grateful recollection the memory of Rear Admiral THOMAS' timely interference and noble deeds in behalf of a feeble, but well disposed people, who are struggling amid many hindrances to preserve their National Independence."

The measures adopted by Admiral Thomas

for restoring the Hawaiian flag were admirably designed, and seemed well calculated to soften and tranquilize the wounded and irritated feelings of the King, chiefs and friends of the nation. When the facts are well understood and carefully reviewed, and it is furthermore considered that he was acting under merely general instructions from the British government, the restoration of the flag was just, more than just, it was an honorable, gallant and praiseworthy act on the Admiral's part. If he had been inclined to have shirked from responsibility and added territory to British domain, at the expense of justice, it would have been an easy matter. There were some who believed that his course would have been disowned by his government. He saw what justice demanded, and in the most prompt and high-minded manner pursued a path which the world and posterity have approved.

We would merely add that Admiral Thomas came on shore with his suite and took up his quarters at Mauna Kilika. He remained here during the following seven months, or until the arrival of the newly appointed British Consul-General, Miller, on the 3d of February, 1844. The course pursued by the Admiral met the approval of the British Government, and laid the foundation of a debt of gratitude which rulers and people of this kingdom have been always ready to acknowledge, and which was acknowledged afresh by the late Royal proclamation:

"IT HAS PLEASED HIS MAJESTY THE KING to order that, in honor of the memory of Admiral Richard Thomas, who restored the Hawaiian Islands to his Majesty the late King on the 31st of July, 1843, seventeen minute guns be fired from the Fort this day at noon; that the Court go into mourning, and all officers of his Majesty's Government wear crape on the left arm for fifteen days from the date hereof."

M. KEEUANAOKA,
H. M.'s Chamberlain.

"12 Dec., 1857."

3. GUARANTEE OF HAWAIIAN INDEPENDENCE.

This transaction, so important in the history of this kingdom, was the duplicate treaty signed by Lord Aberdeen, representing the Queen of England, and St. Aulaire, representing the King of the French, guaranteeing, so far as their governments were concerned, the integrity and independence of this kingdom. It was signed in London, Nov. 28, 1843, and reads as follows:

DECLARATION.

"Her Majesty, the Queen of the United Kingdom of Great Britain and Ireland, and His Majesty, the King of the French, taking into consideration the existence in the Sandwich Islands of a Government capable of providing for the regularity of its relations with Foreign Nations have thought it right to engage, reciprocally, to consider the Sandwich Islands as an Independent State, and never to take possession, neither directly or under the title of Protectorate, or under any other form, of any part of the Territory of which they are composed.

"The undersigned, Her Britannic Majesty's Principal Secretary of State for Foreign Affairs, and the Ambassador Extraordinary of His Majesty, the King of the French, at the Court of London, being furnished with the necessary powers, hereby declare, in con-

sequence, that their said Majesties take reciprocally that engagement.

"In witness whereof, the undersigned have signed the present declaration, and have affixed thereto the seals of their arms.

"Done, in duplicate, at London, the twenty-eighth day of November, in the year of our Lord one thousand eight hundred and forty-three."

(Signed,) ABERDEEN. L. S.

It is the custom to observe the 28th of November as a national holiday throughout the Hawaiian kingdom. To show that the above treaty is no unmeaning document, we would state that when the French made their demands upon the Hawaiian government, in August, 1849, landing a force, taking the old fort, spiking the guns, *breaking the calabashes* and *smashing the windows*, and finally leaving the Islands, taking hence the beautiful yacht *Kamehameha*, they were very careful not to lower the Hawaiian flag.

ADVERTISEMENTS.



MR. & MRS. THURM, MANAGERS.

THE HOUSE IS NOW OPEN FOR THE ACCOMMODATION OF SEAMEN. Board and Lodging will be furnished on the most reasonable terms. The Managers, having for several years kept a private boarding-house in Honolulu, and during that period accommodated many seamen, hope to receive the patronage of the seafaring community. Seamen may rest assured that no efforts will be spared to furnish them a comfortable home during their stay in port. Boarders accommodated by the week or single meals.

Seamen patronizing the Sailors' Home will find that the improvements recently made will afford more accommodation and greater comfort, having several additional sleeping rooms—the whole enlarged and thoroughly ventilated.

In connection with the Sailors' Home is a Shipping Office, where applications from Captains requiring Seamen will be punctually attended to.

Board and Lodging for Seamen, per week, - \$5 00
Private Table, for Officers, per week, - \$6 00

Apply for Board at the office, in the dining-room.

Honolulu, Sept. 1857.

10-tf

POST OFFICE NOTICE.

RATES OF POSTAGE ON LETTERS FROM THE SANDWICH ISLANDS:

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|---|------|
| On single letters to the United States, (East,) 17 cts. | |
| " " to Great Britain, - - - | 36 " |
| " " to France, - - - | 33 " |
| " " to Germany and Prussia, - - | 37 " |
| " " to Russia and Finland, - - | 44 " |
| " " to Canada and British N. A., - | 22 " |
| " " to Azores or Western Islands, via Southampton and Lisbon, - | 70 " |
| " " to Valparaiso and South American Republics, - | 41 " |
| " " to Mexican Ports, - - - | 17 " |
| " " to Panama, - - - | 27 " |

The above rates are for letters weighing half an ounce or less, and double the above rates for each additional half ounce.

Letters dropped into the Post Office without the postage being paid, will not be forwarded. 10-tf

J. WORTH,

HAVING established himself in business at Hilo, Hawaii, is prepared to furnish ships with Recruits, on favorable terms for Cash, Goods or Bills on the United States.

ADVERTISEMENTS.

INFORMATION WANTED.

RESPECTING CHARLES TWOKEY or TWAY, of Geneva, New York. He sailed in 1850 or 1851, from Calais, Maine, on board the *Tennessee*, bound to the West Indies. He was next heard from on board the whale ship *Neptune*, Capt. Green, in Honolulu, about two or three years after. It is confidently supposed that, if alive, he is on board some whale ship in the Pacific. Should he visit the Islands, he is requested to call upon the Seamen's Chaplain; or, should this notice meet his eye, to write to the Chaplain, or communicate with his sister, Miss A. T. Ending, in Geneva, N. Y.

—ALSO—

Respecting a sailor by the name of PARTRIDGE, whose friends reside in West Eaton, N. Y.

—ALSO—

Respecting JOHN WHARRIE or McWHARRIE, who left some one of Elias Perkins' whaling vessels, at Honolulu, in 1853 or 1854.

—ALSO—

Respecting W. S. Haven, reported to have jumped overboard from the whale ship *Good Return*, Capt. Wing, on the 29th of March, 1856, while the vessel was lying at anchor in, or lying off and on the port of Honolulu. Any information relating to this young man will be most gladly received by the editor of the *Friend*. 5-tf

"THE FRIEND" SENT ABROAD.

OUR LIST OF FOREIGN SUBSCRIBERS has been increasing for several years, and is now larger than ever before. We should rejoice to have it become so large that the *Friend* might become a self-supporting paper, and the necessity removed of calling for donations. When that time arrives, our patrons may be sure they will not find us appealing for funds.

The *Friend* will be sent to any part of the United States, and the Hawaiian and United States postage prepaid, or included, for \$2 50.

Any sailor subscribing for the paper to forward to his friends, will receive a bound volume for the last year *gratis*.

\$5 For Three Years.

For \$5, the publisher will send the paper (POSTAGE INCLUDED) for one year, and furnish a bound volume for 1856, together with all the numbers for the current year. This liberal offer includes a subscription of the *Friend* for THREE YEARS.

Bound volumes for sale at the Chaplain's Study and Depository, at the Sailors' Home. A deduction will be made to those purchasing several volumes, and always furnished to seamen at cost price.

* * We desire to call the special attention of all masters, officers and seamen to the importance of doing their part towards sustaining this paper. It was never intended to make the paper a money-making concern. The publisher prints 1,000 copies of each number for gratuitous distribution among seamen visiting Honolulu, Lahaina and Hilo. This rule has been practiced for more than ten years, and hence the paper has become so generally circulated among seamen in all parts of the Pacific. tf

BIBLE, BOOK AND TRACT DEPOSITORY, SAILOR'S HOME, HONOLULU.

BIBLES, BOOKS AND TRACTS, in the English, French, Portuguese, German, Welsh, Swedish and Spanish languages. These books are offered for sale, at cost prices, by the Hawaiian Bible and Tract Societies, but furnished

GRATUITOUSLY TO SEAMEN.

Also, Office of *The Friend*, bound volumes for sale. Subscriptions received.

N. B.—Seamen belonging to vessels lying "off and on," will be supplied with books and papers, by calling at the Depository, from 12 to 3 o'clock P. M.

S. C. DAMON,
Seamen's Chaplain.

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BY HARRIET & JESSIE—A large supply of books published by the American Tract Society was received, including standard publications and a few new works. For sale at Bible and Tract Depository of Sailors' Home. au-tf.

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—DEALERS IN—

WHALEMEN'S SUPPLIES AND GENERAL MERCHANDISE,

Kawaihae, Hawaii.

CONSTANTLY ON HAND a good supply of Hawaiian beef, potatoes, hogs, sheep and numerous other articles required by whalers. The above articles can be furnished at the shortest notice and on the most reasonable terms in exchange for bills on the United States or orders on any merchant at the Islands. No charge made on inter-island exchange.

Beef packed to order and warranted to keep in any climate. 3-tf.

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PUBLISHED AND EDITED BY

SAMUEL C. DAMON.

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| Two copies, " - - - | 3.00 |
| Five copies, " - - - | 5.00 |

MARINE JOURNAL.

PORT OF HONOLULU, H. I.

ARRIVALS.

- Nov. 23—Fr wh ship Salamandre, Chantleur, fm Ochotsk.
 27—Am wh ship Ocean Rover, Veeder, and Brutus, Henry, off and on.
 28—Sch Alice, fm Kolos.
 Am bark Palmetto, Kinney, 22 days fm Puget Sound.
 Dec 6—Am wh ship Corea, Fish, fm Lahaina—sailed again to cruise.
 7—Russian ship Casarawitch, Jorgan, 33 days from Sitka, bound to China.
 9—Am wh bk Fanny, Boddy, from Lahaina.
 11—Am wh bk Wavet, Swain, from Hilo, off and on.
 12—Am wh bk Mary Frazier, Bounds, from Lahaina, off and on.
 16—Am sch Vaquero, Newell, 41 days from Melbourne.
 19—Am whaleship Lydia, Leonard, from Hilo, off and on.
 22—Am schr Caroline E Foote, Worth, 19 days from San Francisco.

DEPARTURES.

- ov. 27—Siren Queen, Phillips, for home.
 Ocean Rover, Veeder, for New Zealand.
 28—Emerald, Halleck, to cruise.
 Barnstable, Fisher, to cruise.
 Vineyard, Caswell, to cruise.
 C. W. Morgan, Fisher, to cruise.
 Florida, Williams, to cruise and home.
 Bowditch, Martin, to cruise.
 Hudson, Marston, to cruise.
 Sch E. L. Frost, Comstock, for Margarita Bay.
 30—John Gilpin, Ropes, for New Bedford.
 Brutus, Henry, to cruise.
 Am bark Palmetto, Kinney, for Hongkong.
 Wh brig Victoria, Fish, for coast of California.
 Josephine, Allen, to cruise.
 Warren, Huntley, to cruise.
 Corinthian, Russell, to cruise.
 Cambria, Pease, to cruise and home.
 Alice, Penny, to cruise.
 California, Manchester, to cruise and home.
 Dec. 1—China, Thompson, to cruise.
 2—Brig Hero, Von Holtz, for Hongkong.
 John & Elizabeth, Lester, to cruise.
 Magnolia, Cox, for New Bedford.
 3—Am wh ship Splendid, Pierson, to cruise off California.
 3—Am wh ship Champion, Gray, cruise and New Bedford.
 4—Am wh ship Bart. Gosnold, Downs, cruise and New Bedford.
 5—Bremen ship Republic, Seyer, for Bremen.
 7—Am clipper ship Hound, Stevens, for New Bedford.
 8—Am wh ship Corah, Swift, for Japan Sea.
 9—Am wh bk Black Eagle, Edwards, to cruise.
 10—Am wh ship Roman, Devoll, to cruise.
 10—Am bark Yankee, Penhallow, for San Francisco.
 10—Am wh ship Braganza, Jackson, for Margarita Bay.
 10—Am wh ship Montauk, French, Margarita Bay.
 10—Am wh ship Philip 1st, Sisson, Greenport.
 11—Am wh bk Phoenix, Hinkley, to cruise.
 12—Venice, Gardner, New London.
 12—Minerva, Crowell, to cruise.
 12—Parachute, Corey, to cruise.
 15—Waverly, West, New Bedford.
 16—Gladiator, Williams, New Bedford.
 16—Kutusoff, Wing, to cruise.
 16—Frances Henrietta, Drew, cruise.
 16—Oahu, Fohler, cruise.
 16—Coral, Manchester, cruise and home.
 16—South Boston, Randolph, Fairhaven.
 16—Northern Light, Chapel, Ascension.
 21—Fortune, Anderson, to cruise.

MEMORANDA.

(From the P. C. Advertiser.)

A letter from Capt. Gardner, of ship *Narragansett*, dated Japan Sea, Oct. 1, reports that he had taken but 300 barrels sperm oil since leaving Oahu. Bound to Bay of Islands, New Zealand.

A new bark, called the *Camilla*, was launched at Fair Haven, Oct. 3. She is to be commanded by Capt. Prentice, late of the *Commodore Preble*, and will be employed in the whaling business.

We have received from Capt. Whiteside, of the whaleship *Condor*, the following account of the accident which occurred to that vessel during the past season. The *Condor* is now undergoing repairs at this port:

The ship *Condor*, commanded by Capt. Whiteside, was cruising, early in June, among the floating ice in the Ochotsk Sea. On the 8th of that month, when about 14 miles from Sugar Loaf Island, it was discovered that the ship had sprung a leak, and that the hold was full of water to a level with the lower deck. The pumps were immediately manned, and sail made for the shelter of Felixtoff harbor, the wind blowing a violent gale from the northeast. In spite of the utmost exertion the water gained on the pumps, and we found it necessary to bale from both hatches. In the mean time, we ascertained that her starboard bow was badly stove by the ice, and, by wedging in quilts, old canvas and oakum, the leak was gradually stopped. At the expiration of 17 hours, having gained the shelter we sought, we anchored. The crew were unrelenting in their exertions, and, after 30 hours of constant labor, the hold was sufficiently freed from water to make it prudent to proceed to Ayan, which port we reached in about 8 days. On examination it was found that the starboard bow had been stove for about 7 feet in length and 3 feet in width, which was repaired by fitting in plank and nailing heavy boards over all.

The Vaquero reports having spoken, Nov 23, whale ship

Newburyport, Crandall, 1 sperm whale; 20th Tahmaroo, Robinson; and 30th Sharon, King; all from these islands. The Vaquero was becalmed during seven days in 12° north.

AMERICAN SHIPS AT MELBOURNE, NOV. 3.

- From New York, Continent, Gibbs, arrived Oct. 20, for Iquique soon.
 From Boston, Jumna, Martine, for Calcutta in a week.
 Wm Sprague, Bowers, for Calcutta soon.
 From Liverpool, Albion, of New York.
 Florence Nightingale, of Boston.
 Monarch of the Sea, arrived Nov 2.
 Carrier Dove,
 From London, Souter Johnny, ready for sea.
 Linda, discharging.
 Beatrice, for Hong Kong soon.

PASSENGERS.

- For HONGKONG—per Hero, Dec 2—Gust Reiners, Ed Moll, L Telesio, Geo F Suel, Kinyan, Achau, Asim, Apana, Aho, Mincha and wife, Achuck.
 For BREMEN—per Messenger Bird, Dec. 3—Captain Corsens, Mrs Corsens, A Doench, John Darling, Mrs Benzler and child.
 For SAN FRANCISCO—per Yankee, Dec 9—John Chesnut, Jno Silva, Alex Tagate, N Finney, Jno Sanderson, Capt Buschmann Capt J G Homer, J C Carson and wife, Afong, Mr Olney, wife and 2 children, Mrs McGeorge and child, Mr S Smith, Capt W H Allen, Sumner Warner, H R Phillips, Rev J D Strong, wife and 2 children; E Bell, Geo. Spiers, W W Cluff, S M Molan, J R Young, W Lowena, E C Veigh, John Rowe, Baron de Mar, Elihu Partridge, Francis Poe, Capt Preston—36.
 For NEW BEDFORD—per Bhering, Dec 21—P H Thredway and sons, Stephen Snow, W Gordon.
 For CHILE—per ELIZABETH BARTER, Dec 19—George Winmouth, David Chalmers, William Strahn.
 From SAN FRANCISCO—per Caroline E Foot, Dec 22—Mrs Henry, Rev E G Beckwith, Wm H Gulick, H H Freeman, E J Smith, Antonio C Clark.
 For SAN FRANCISCO—per Vaquero, Dec 24—Capt J Macomber, Capt Wilcox, J E Chapman, Mr Worth.

PORT OF LAHAINA.

ARRIVALS.

- Nov 27—Mary Frazier, Rounds, 80 sp, 700 wh, 10,000 bone, fm Ochotsk.
 30—Bk Fanny, Boddy, 700 wh, 10,000 bone, fm Ochotsk.

DEPARTURES.

- Nov 25—Bk Covington, Newman, Honolulu and cruise.
 26—Ocean Rover, Veeder, to cruise.
 26—Apphia Maria, Chase, cruise coast of Peru.
 26—Brutus, Henry, cruise on the line.
 30—Navy, Wood, Society Islands.
 Dec 1—Corea, Fish, cruise on the line.

MARRIED

At the Catholic Church, on Sunday last, Dec. 20, by Rev. Hermann Koolmann, Mr. LUKE KEEGAN, to MISS MARGARET WILLIAMS, both of Honolulu.
 In Honolulu, Dec. 25, by Rev. S. C. Damon, Mr. SAMUEL SAVIDGE, (of the firm of Savidge & May) to Mrs. SARAH STUDLEY.

DIED

At the residence of Mrs. Lamb, 4th inst., HANNAH, wife of Capt. F. Coggeshall, of the whaleship *Silver Cloud*, of New Bedford. Her funeral took place at 4 P. M. on Sunday, and her remains were followed to the Nuanuu cemetery by a large concourse of shipmasters and residents.

On the 26th of November last, at the Marine Hospital, Hilo, after a protracted illness, DRAKE TOMPKINS, discharged as boat-steerer from the ship *Euphrates*, of New Bedford, C. B. Kilmer, master, in November, 1866. The deceased was a native of New York city.

In Honolulu, at the U. S. Hospital, Dec. 8, MR. MICHAEL GELABERT, of consumption. The deceased was born, August 9, 1825, at Mahon, island of Minorca, Mediterranean. His parents were Spaniards, are now living, and well known among officers of the U. S. Navy. Their son, Michael, whose death we now record, was taken at 12 years of age to the United States by Purser Thornton, of the U. S. ship *John Adams*. He resided in, and was educated by the Thornton family, in Orange County, Va., at Wood Park. He then went to the West, and resided in Indiana and Missouri. At Archde College, in Missouri, he studied two years. When the California emigration commenced he came to that part of the world, where he has resided until he left for the Sandwich Islands about eight months ago, on account of sickness. During the period of his residence here he has been gradually sinking under the ravages of his wasting disease, but his mind was ever cheered and buoyed up by the Christian's hope. He had seen much of the world, experienced many of its hardships, and observed its passing events, but he was no misanthrope, taking rather a cheerful view of life, with calmness and resignation he looked forward to the rest remaining for the people of God. He had read considerable, and conversed with great clearness upon Natural and Revealed Religion. It was delightful to hear his apt, clear and thoughtful remarks, illustrated by some pertinent anecdotes gathered from a wide range of reading and observation. During his sickness he frequently partook of the Sacrament, having connected himself with a Methodist Church in California. While at the Hospital, he gained the respect of numerous inmates—and at the hour of his departure, all who could leave their beds gathered from the several rooms, and stood silent in his presence, listening to the unequivocal testimony which he bore to the value, necessity and reality of a hope in Jesus Christ, as the Savior of sinners. His remains were becomingly interred in the Stranger's Lot of Nuanuu Valley cemetery.

In Honolulu, Nov. 20, at U. S. Hospital, Mr. HUNTRESS, belonging to Sumnerville, Mass.
 Drowned, in the harbor of Honolulu, Dec. 26, JOHN BILLET, a seaman belonging to H. B. M.'s steamer *Pisen*.

PLACES OF WORSHIP.

SEAMEN'S BETHEL—Rev. S. C. Damon Chaplain—King street, near the Sailors' Home. Preaching on Sundays at 11 A. M. and 7½ P. M. Seats free. Sabbath School after the morning services.

FORT STREET CHURCH—Corner of Fort and Beretania sts.,—Pulpit temporarily occupied by Rev. Lorrie Andrews. Preaching on Sundays at 11 A. M. and 7½ P. M. Sabbath School meets at 10 A. M.

METHODIST CHURCH—Nuanuu avenue, corner of Tutui street—Rev. Wm. S. Turner, Pastor. Preaching every Sunday at 11 A. M. and 7½ P. M. Seats free. Sabbath School meets at 10 A. M.

KING'S CHAPEL—King street, above the Palace—Rev. E. W. Clark, Pastor. Services, in Hawaiian every Sunday at 9½ A. M. and 3 P. M.

CATHOLIC CHURCH—Fort street, near Beretania—under the charge of Rt. Rev. Bishop Maigret, assisted by Abbe Modeste. Services every Sunday at 10 A. M. and 2 P. M.

SMITH'S CHURCH—Beretania street, near Nuanuu street—Rev. Lowell Smith Pastor. Services, in Hawaiian, every Sunday at 10 A. M. and 2 P. M.

ADVERTISEMENTS.

To the Owners, and Persons interested in Whaleships in the Pacific Ocean.

OFFICE OF THE PANAMA RAIL-ROAD COMPANY, }
 NEW YORK, July 20, 1867. }



The Panama Rail-Road Company takes this method of informing those interested in the Whaling business, of the advantages offered by the Railroad across the Isthmus of Panama, for the shipment of Oil from the Pacific to the United States, and for sending outfits and supplies from the United States to Panama.

The Railroad has been in regular and successful operation for more than two years, and its capacity for the transportation of every description of merchandise, including Oil, Provisions, &c., has been fully tested. The attention of several Captains of whaleships has recently been turned to the subject of shipping their oil from Panama to New York during the present season, and the Panama Rail-Road Company has made arrangements to afford every facility which may be required for the accomplishment of this important object. A Pier, 450 feet long, has been built in the bay of Panama, to the end of which Freight Cars are run to receive cargoes from lighters or vessels lying alongside, and deliver the same alongside of vessels at Aspinwall. Vessels of from 200 to 300 tons can lie at the Pier with safety, grounding in the mud at low water.

The vessels to and from Aspinwall are fast-sailing brigs, belonging to the Rail-Road Company, and the Company is prepared to receive oil at Panama and deliver it in New York, under through Bills of Lading at the rate of eight cents per gallon, if received at the Pier, and nine cents per gallon if received in the harbor from ship's tackles, charging for the capacity of the casks, without allowing for wantage. This charge covers every expense from Panama to New York, in case the oil is sent through the Superintendent or Commercial Agent of the Panama Rail-Road Company, insurance excepted. The freights may be made payable on the Isthmus or in New York at the option of the shipper.

The vessels of the Company sail regularly semi-monthly, and the average passages to and from Aspinwall are about twenty to twenty-five days. The time occupied in crossing the Isthmus is four hours. Oil, during its transit across the Isthmus, will be covered with canvas, or conveyed in covered cars, and owners may be assured that every care will be taken to prevent leakage. Several cargoes have already been conveyed to New York without the slightest loss.

Oil or other goods consigned for transportation to the Superintendent of the Panama Rail-Road Company, or to William Nelson, Commercial Agent of the Company at Panama, will be received and forwarded with the greatest despatch.

Frederic L. Hanks has been appointed Agent at Honolulu, Sandwich Islands, and is prepared to furnish every requisite information to shippers.

JOS. F. JOY, Secretary

FREDERICK L. HANKS,
 Agent Panama R. R. Co., Honolulu S. I. 64-12m

SAILOR'S HOME,
 FRONT STREET, (near Pacific), --- SAN FRANCISCO.

SEAMEN ARRIVING IN THE PORT OF SAN Francisco, are informed that the above House has been fitted up by the "Ladies' Seamen's Friend Society" of that port, and is now ready for the reception of Boarders. This House offers superior inducements to Seamen, having well ventilated Bed Rooms, good Beds, a large Reading Room, well supplied with Papers and Periodicals, good Board, and every facility for shipping.

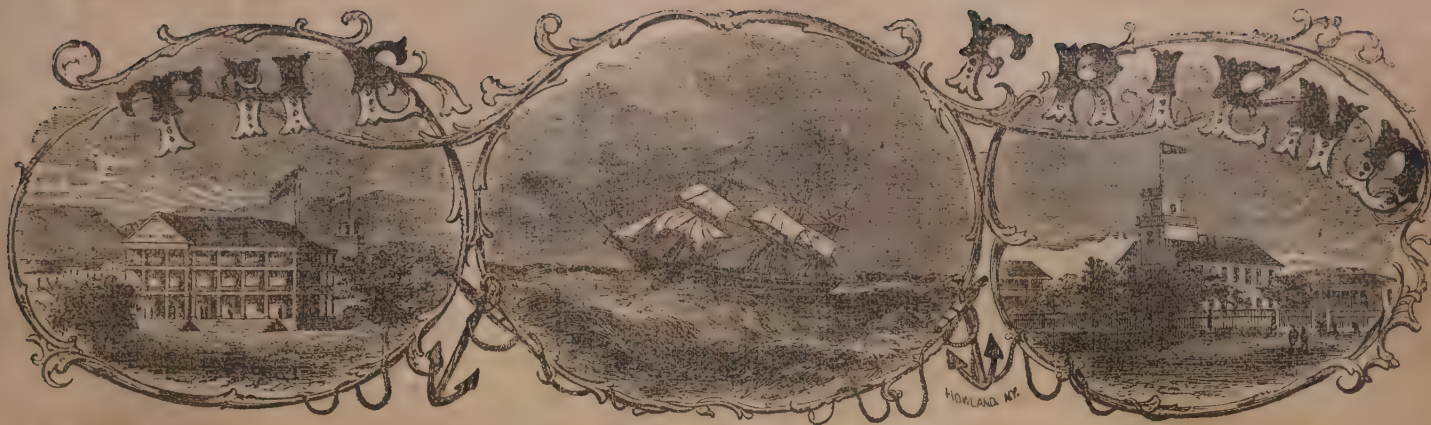
FRED'K HENNELL,
 (Late of New York.)
 Superintendent.

Reading Room free to all Seamen. 1-tf

INFORMATION WANTED—Respecting WM. H. OSBORN, belonging to North Adams, Mass. He has been, at different times, a seaman on board barks *Italy* and *President*.

—ALSO—

Mr. JOHN H. ALEXANDER may hear something respecting friends, by calling at the Chaplain's Study. There is a letter for him. 1-tf



New Series, Vol. 7, No. 2.

HONOLULU, FEBRUARY 1, 1858.

{Old Series, Vol. 15.

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THE FRIEND.

FEBRUARY 1, 1858.

Re-opening of Oahu College.

It affords us pleasure to announce the re-opening of this institution under the most favorable circumstances. The number of pupils is larger than was anticipated. Fifty-seven have already become connected with the institution, and more are expected. Fifty-four of this number are natives of the islands, but of foreign parents, leaving only three of foreign birth. Their ages range from 12 to 23, the average being about 17 years. Twenty-six are studying the ancient languages, and nine studying French. More than one half are males.

The following gentlemen are now engaged as teachers in the institution:

| | |
|----------------------------|---------------------|
| E. G. Beckwith, - - - - - | President. |
| G. E. Beckwith, - - - - - | Professor of Latin. |
| W. D. Alexander, - - - - - | Professor of Greek. |
| D. Frick, - - - - - | Teacher of French. |
| M. Newman, - - - - - | Teacher of Music. |

As to the importance of sustaining this institution, there can be but one opinion among all enlightened, educated and liberal-minded persons. Every year must make it still more manifest that it should be sustained. Instead of an endowment of \$50,000, we should rejoice to learn that twice that amount was properly invested, and yielding an annual revenue of, at least, \$10,000, to meet the wants of the Seminary. In the meantime we rejoice that the American Board of Foreign Missions has pledged itself to carry forward the institution. The public action of the Board has already

been published. That action bespoke an enlarged, generous and noble policy, worthy of a country numbering its colleges by scores, its academies by hundreds, and its common schools by thousands. It does, we frankly confess, make us feel proud of our native land when we witness her voluntary Associations stretching out a fostering and supporting hand to the infant colleges and schools of this kingdom. Two centuries ago the patrons of learning, in old England, built up a Harvard, a Yale, a Nassau Hall, and now the graduates of these colleges are planning and giving to build a college on these shores. Gentlemen! in the name of every lover of education, science and learning, and of our children, accept our thanks for your generous sympathy.

"Aloha!" "Aloha!"

The children of England sent out the ship *John Williams* to the islands of the South Pacific, as the fruit of their contributions. The children of America sent out the *Morning Star* to the islands of the North Pacific. Now, the children of Honolulu propose sending a boat, called the *Aloha*, to the Marquesan Islands. The idea was suggested at a meeting of the Sabbath Schools, held at the Fort Street Church, Tuesday evening, the 19th ult. No sooner was the suggestion made, than a hearty reply was returned—"Yes, we'll do it." In the child's heart there are chords, which need only to be touched and they will send forth sweeter music than ever harp or lute discoursed!

It is proposed to purchase as good a whale boat as can be procured, which, with the fixtures, rigging, sails, oars, &c., will cost about \$200. This amount is to be raised by the sale of 1600 shares, at twelve and a half cents each, among the children of Honolulu. Should the children of Hilo and Lahaina wish for a few shares, in order to become shareholders in the enterprise, the Committee will doubtless accommodate them.

This boat will be presented to Mr. Bick-

nell, for the use of the Marquesan Mission, and will be conveyed thither on the return of the *Morning Star*.

The following gentlemen were appointed a Committee to carry out the undertaking, viz: Messrs. Davis and Ingraham, of the Bethel; Goodale and Armstrong, of the Fort Street Church, and Smithies and Johnson, of the Methodist Sabbath School. We understand that the Committee have held a meeting, and appointed Samuel Armstrong, Chairman, Theophilus Davis, Secretary, J. S. Smithies, Treasurer.

May the *Aloha* prove an important instrument in promoting the benevolent design of propagating Christianity among the Marquesan Islanders.

For the information of our readers abroad, we would merely add that *Aloha* is the Hawaiian term of salutation, or a welcome. Among Hawaiians it is peculiarly expressive, signifying "love," and hence, when employed in salutation, signifies "Love to you."

The "Friend" Shipped for 2000th Lay!

Estimating the price of oil at \$20 per bbl., it will appear from the following communication, that the *Friend* is to derive the benefit of a 2000th lay, besides receiving one dollar as bonus. We employ the language of whalemen:

"Reverend Sir: I have left \$1 for the *Friend*, and, if the Divine Ruler will be pleased to spare me to return, I will give you \$1 for every 100 bbls. of oil we get. We probably sail on Monday next.

"Yours respectfully,

"Mate of the Condor."

N. B. The above note with the bonus of \$1 we found upon our table. We doubt whether editors generally can exhibit more cordial proofs of appreciating readers than occasionally fall to our lot. If we are not rewarded pecuniarily, for our editorial labors, it certainly is no small compensation to be assured that our little sheet is read and re-read by thousands of sailors, who enjoy but few other means of learning what is going forward in the world.

LATE NEWS FROM INDIA.

Fall of Delhi.

Our readers will find that we devote a large space, in our columns, to India affairs. The most important item is that of the capture of Delhi by the British forces.

"The following telegraph was received at the Foreign office (through the Commissioners for the Affairs of India) on the 27th October, at 10:30 A.M.:

"Delhi was assaulted on the morning of September the 14th, and the northern part of the city taken. On the 16th the magazine was stormed; and on the 29th the whole city was occupied. The King and his sons escaped, disguised as women. The attack on the 14th was made with four columns, one of which, composed of the Contingent, was repulsed; the other columns were successful. An entrance was at first effected at the Cashmere gate. An advance was then made along the ramparts to the main bastion and Cabul gate. The resistance was very obstinate, and our loss was computed at 600 killed and wounded, including 50 officers."

Subsequent intelligence confirms this report. The newspapers contain much additional information respecting the bravery of the troops, and the determined resistance of the Sepoys. The struggle is now regarded as over, although there may be occasional skirmishing in different parts of the country. Unless undue severity attend the victorious march of the British army, the conquerors will carry with them the sympathies and congratulations of the civilized world. The unheard-of barbarities which marked the Sepoy rebellion, convinced the world that they were manifestly in the wrong, and hence public sentiment will tolerate a rigid infliction of retributive justice. Hereafter great good, it is hoped, will result to both the conquerors and the conquered.

General Havelock.

A writer in the London *Evening Mail*, says, "I have known the General for more than thirty years most intimately, and can say, with confidence, that he has never baptized any one—neither, in the strict professional sense of the word, can he be said to have 'preached.' When he embarked for Burmah in 1824, in company with his regiment, H. M.'s 13th Foot, he was in the habit of assembling as many as could be prevailed on to attend for devotional exercises, and he occasionally explained the Scripture to them in a brief address. They were allowed to assemble at the great Shoey Dagoon pagoda, the glory of Rangoon, and there, in a chamber filled with the cross-legged images of Buddha, might be seen little native lamps placed in the lap of the images, and one hundred and more of the soldiers of the 13th around Lieutenant Havelock, singing the praises of the living and true God. Independently of the religious benefit of these services, it was a desirable object to keep these men from licentious indulgence in a conquered town by the strength of Christian principle. They used to be called 'Havelock's Saints'—and the General in Chief, Sir A. Campbell, on one occasion of a sudden alarm at Prome, at night, finding it difficult to collect speedily a sufficient body of soldiers, ordered the officer to call out 'Havelock's Saints'; 'I can always,' said he, 'depend on them. They, at all events, are sober and ready for duty.'

"When he returned to regimental duty, he continued to attend to the religious and moral wants of his company with conscientious care, and assembled them, as opportunity offered, for religious services. Of course some were displeased with these 'non-military' proceedings—as they were called—and various communications adverse to him were made to the Commander-in-Chief, Lord W. Bentinck, and he was described as a straight-laced Saint, a Dissenter, and, withal, a Baptist. Soon after, the adjutancy of the corps became vacant, and Lieutenant Havelock was a candidate for it, and very strenuous efforts were made to prevent his nomination. Mrs. Havelock, who happened to be at Serampore, the regiment being then in the North West, waited on Lord William to solicit the appointment. He said he could not give a reply till the next day. On her calling a second time, he said he had immediately sent for a bundle of letters about her husband from Calcutta. 'They are all hostile to him, but before I read them to you I will tell you that I have determined to give the adjutancy to your husband, because he is one of the best officers in Her Majesty's service. I will also show you the reply to these attacks in the return which I ordered, of the state of the company, and I find that there is less drunkenness, less flogging, less imprisonment than in any other;' and then alluding, facetiously, to one of the charges brought against him, said, 'Go and tell Lieutenant Havelock, with my compliments, that I wish he could make Baptists of the whole army.'

Defense of the India Missionaries.

When the mutiny broke out, there were some who were ready to charge the trouble upon the missionaries. Their defense is ably set forth by a French writer in the *Revue des Deux Mondes*:

"From the midst of the woe and despair caused in England, a cry of accusation is heard. Against whom? Against the Christian Missionaries, the Bible Societies, against the men and women who consecrate their lives to the propagation of the Gospel! Is it really possible? Is England then so fallen that she is ready to deny that which is her highest glory, nay her greatest strength? Is it in the English language that such incriminations are put forth? Suppose that for a moment that England were not, before all things, the missionary of Asia; that she did not plant and maintain there the standard of Christianity and civilization; who except the proprietors of the Company would care whether she lived or died? What interest would Christian people take in the prosperity or bankruptcy of her shops? We are told that the Indian revolt has been provoked by Christian preachers and by religious proselytism! Is it possible that these accusations have been promulgated in the place where for eighteen centuries Christian liberty has been destroying barbarism or replacing a decayed civilization? The truth is that the Anglo-Indian Government has never done anything except check and fetter religious movements. It is by the persevering efforts of societies and missionaries that all the reforms in the barbarous legislation of the country have been won. And even then, what has been done? Absolutely nothing, except to suppress some superstitions and customs offensive to common humanity. Such are the barbarous laws which condemned widows to death and prevented them from re-marriage; and another, which confiscated the goods of every Christian convert. The Anglo-Indian Government are certainly open to blame for having more than once sacrificed to idols; for having become from policy and calculation the adorer or protector of impure divinities; and of having sanctioned by its support and presence the obscene mysteries of Asiatic religion. The Government held proselytism in such light esteem, that in the schools a secular education alone was given; the

Bible was not admitted, and the books were not permitted to contain anything of a religious character. Had they been less fearful of making Christians, they would not have had now to defend themselves against barbarians."

NAPIER'S OPINION OF INDIA, 1850.—The army of Bengal, the chief seat of the mutiny, is composed of high caste Brahmins, with their religious dogmas, prejudices and ideas of personal and social superiority. The comparatively tranquil armies of Madras and Bombay are, so to say, of a democratic and less exclusive character. Upon this very subject Sir Charles Napier wrote in 1850:—"The greatest danger in the Indian army is the spirit of caste. In all revolts the Brahmins are the ringleaders." "The system people have here is to crush the plebeian and to protect the aristocrat who is our mortal enemy. He is our enemy because we take his place; he descends in the social scale, and his head is under our feet. The people if we were to ruin them, are still our friends. On them we must reckon to preserve India. No one can predict the final result of our conquest; but if we extend our hand to the people, India is ours for centuries to come. Justice, rigorous, severe justice, would work miracles; it has its basis in the natural desire of men for protection against cruelty, and its foundations are immutable. India would be assured were it thus governed; but in the manner we conduct ourselves there, I am astounded at our keeping it for a single year." In like manner General Jacob denounces the maintenance of caste in the Bengal army, as fomenting mutinous tendencies and bringing in a body of men who care more about their religious observances of caste prejudices than about their military duty.

NENA SAHIB.—We have read with great interest the address delivered to the Synod of New Jersey by William Rankin, junr., the Treasurer of the Presbyterian. In the course of it he makes this mention of a man whose cruelties are world-infamous:

Nena Sahib—and I need use no epithet to paint his character, that Maharatta name will heretofore be a word of significance which no English can express—Nena Sahib is an educated East India gentleman, a man of pleasing address and polished manners, the true type of Anglo-Indian civilization. He was trained in the schools and college established by the Government, and had every advantage of cultivating a mind and heart as it is their duty to form. Here the Koran and Shasters are text-books, taught by professors of oriental literature. From these institutions every book that gives any favorable notice of Christianity is carefully excluded. The Bible is not permitted upon their library shelves, even as a curious compilation of wise or unwise sayings, of true or untrue history. By possibility, its wonder-working, softening influence might touch the tender Hindu or Mohammedan mind, and thus defeat the British policy of non-interference in matters of religion. Behold the product of that policy in Nena Sahib, the deceiver and murderer of scores of England's confiding sons and daughters, the murderer of our beloved missionaries, their wives and little ones.

THE BIBLE FOR INDIA!—A proposal is made by the Rev. Canon Stowell, at a Manchester Bible meeting, to raise a special fund for supplying Bibles to the natives of India.

He suggests the distribution of 5,000,000 copies; and to this end the amount required is about £250,000. A million of dollars and more to give the Bible to India! Good, great, glorious! That looks as if England were about to do her whole duty to her Empire in the East. The Christian principle of that noble, English people has been roused by the discovery of the oft-repeated fact that India has been kept in heathenism by the anti-Christian policy of the Company, and now that the truth has burst upon the public mind, with the roar of the insurrection, the churches of England are rising in their might, demanding an instant change of policy, and preparing to execute on a grand scale the work of evangelizing that benighted land. The Society for the Propagation of the Gospel are talking about erecting memorial churches at Delhi and Cawnpore. The Rev. Henry Christopherson, of St. John's-wood, writes to the *London Times* to insist that the "memorial" church at Cawnpore should be national, and not erected by an exclusive Society like that for the propagation of the Gospel.

THE ERROR IN INDIA.—Cardinal Wiseman has been discoursing on India at Salford. On Sunday morning week he made it the theme of a sermon preached at St. John's Cathedral, on behalf of the Manchester and Salford Catholic Orphan Asylum. Among other conclusions he arrived at was this, that the revolt had been caused by our neglect in refraining to make the Hindoos Christians. "Trace," said the Cardinal, "what has happened to its stated source. If the accounts that have been given to us be true, this seems to have been the cause of our present calamities: we have been for a hundred years striving to civilize an immense population; to civilize in every way except by Christianizing it. On the contrary, the very basis of all our efforts to attach those millions and millions of poor Hindoos to us have been the promise that we *will not* make them Christians. I will not examine this principle; it is one which has been adopted, and upon that we have acted. We have told them again and again, "No, we do not desire you to be Christians." If not those express words, others as strong have been used. "We do not wish you to be Christians; remain heathens as you are, provided you are faithful subjects of our Sovereign, and provided you serve us in our great end of wordly advantage." Be it so. We have made the attempt to civilize according to our system; but in one point only have we succeeded in making them adopt European methods and skill, and that is in the art of war. We have succeeded in making them soldiers; we have taught them all the secrets of warfare; we have trained and disciplined them under our best officers, and have made a powerful army. At the same time, as I have said, it has been under the condition of not making the slightest approach toward winning their consciences or their hearts to God. . . . God, as yet, only knows what will be the result. And, yet, does it not read to you, my brethren, as if the Almighty spoke to the nation in some way, and said, "Give an account of your stewardship in that vast empire?" Does not everybody say so? Do not the organs of public opinion cry out, "The time is come for a thorough reform of our system of Gov-

ernment in India." It is necessary that we should read and study past events, and see if we have been governing this nation justly and righteously, as became a Christian people."

INDIA'S FUTURE.—Messrs. Collier and White, the members of Parliament for Plymouth, met their constituents on Monday. The chief topic of observation was, of course, the state of India. Mr. Collier remarked:

"The conscience of the country has been aroused to the awful importance and responsibility which attended the government and direction of 200,000,000 of human beings. England had acquired a large empire by what might be termed hap-hazard. It had been acquired by no principles; they had got it by a series of events which the most daring romance writer would hesitate to make the ground-work of a novel—so strange a fiction was it. It had been obtained hap-hazard; it had been used as a digging for the extraction of so much gold; it had been used to make fortunes, and there had been an immense amount of jobbery and corruption. The government had not been so bad as it might be. It had not been exactly wicked, but it had been a careless, self-seeking, low, unprincipled, huckstering government. Still the worst form of European government was much better than the best native rule."

THE YOUNG AMERICAN PIRATE OF THE CHINA SEAS.—"While I am upon the subject of piracy let me mention that an American, named Eli Boggs, was tried at Hong Kong on Wednesday last for piracy and murder. His name would do for a villain of the Blackbeard class, but in form and feature he was the hero of a sentimental novel; as he stood in the dock, bravely battling for his life, it seemed impossible that that handsome boy could be the pirate whose name had been for three years connected with the boldest and bloodiest acts of piracy. It was a face of feminine beauty. Not a down upon the upper lip, large lustrous eyes, a mouth the smile of which might woo coy maiden, affluent black hair not carelessly parted, hands so small and so delicately white that they would create a sensation in Belgravia—such was the Hong Kong pirate, Eli Boggs. He spoke for two hours in his defense, and he spoke well—without a tremor, without an appeal for mercy, but trying to prove that his prosecution was the result of a conspiracy wherein a Chinese bum-boat proprietor and a sub-official of the colony (both of whom he charged as being in league with all the pirates on the coast) were the chief conspirators. The defense was, of course, false. The jury, moved by his youth and courage, and straining hard their consciences, acquitted him of murder, but found him guilty of piracy. He was sentenced to transportation for life."—*Exchange paper*.

AWFUL.—We once knew a fine little boy, says the New York Tribune, only three years old, an only child of fond parents, who looked with horror upon drunkards—they were only moderate drinkers—and this boy who had been fed on sweetened rum, slipped out one morning from his bed, before any of the family were up, went to the cupboard and sweetened himself a morning dram, just as he had often seen his parents do, and in

six hours after—hours of awful agony—that pretty little child was a livid corpse!—poisoned by rum! And while he was dying that same jug was brought out to "treat the doctor." These are only the buds of the rum traffic; the ripe fruit we can see every day.

Birth-Place of the Savior in Bethlehem.

BY PROFESSOR UPHAM.

Believing as I do, that in the name of Jesus the many evils which exist in the world are to be subdued, its sorrows ended and its discordances harmonized, it is not without emotion that I have come from a distant land to the place which the guiding star has illuminated; and that I offer here the "myrrh and frankincense" of a penitent and believing heart.

The star, which shines over this sacred spot,—emblematic of the heavenly radiance,—is to me the source of light. I endeavored in my early days to study the philosophies, and to become acquainted with the masters and teachers of men. I felt that I needed illumination. But standing as I now do on the hill of Bethlehem, and by the cradle of the manger, I am not ashamed in the latter years of my life; and after the labor of many hopeless inquiries,—to say, that I accept of the coming of this infant, Jesus, and that I am willing to be taught by a child.

LINES ON THE OCCASION OF VISITING THE BIRTH-PLACE OF THE SAVIOR IN BETHLEHEM.

Philosophers of other days,
In learned schools, their wisdom taught,
And earned from human tongues the praise
Of guides and lights of human thought;
But *here*, an infant's lips declare
A wisdom which they did not share.

The kings and conquerors of old,
Who marched to power through seas of gore,
Rode in their chariots of gold,
And crown and scepter proudly bore;
But *here* an infant's scepter bears
A weight of power, which was not theirs.

The weak are great in outward show,
Magnificent in high pretense;
But God, descending here below,
Appeared in peace and innocence;
He seeks no power of arms or arts;
But that of conquering human hearts.

Temples, and towers, and thrones may fall,
And learning's institutes go down,
But in the wreck that sweeps o'er all,
Christ shall come up, and wear the crown;
And from their scattered dust shall spring
The empire of the infant King.

He reigns,—to judge the poor man's cause;
He reigns, tyrannic sway to bind;
He reigns, to renovate the laws,
And heal the wanderings of the mind,
Restoring, in his mighty plan,
God's empire in the soul of man.

—*Congregationalist*.

☞ Burns being in church one Sunday, and having some difficulty in procuring a seat, a young lady, who perceived him, kindly made room for him in her own pew. The sermon was on the penalties pronounced in the Scriptures upon sinners, and the preacher quoted several passages to enforce his point, to which the lady seemed particularly attentive and somewhat agitated. Burns, on perceiving this, wrote with a pencil on the leaf of a Bible the following lines:

"Fair maid, you need not take the hint,
Nor idle text pursue;
'Twas only sinners that he meant,
Not angels such as you."

☞ To be able to bear provocation is an argument of great wisdom, and to forgive it, of a great mind.

THE FRIEND.

FEBRUARY 1, 1858

"MORNING STAR."

Just as our paper was going to press, the *Morning Star* made its appearance, and we hasten to make a brief report of her successful cruise among the islands of Micronesia. She has been absent about a few days less than six months. During her absence she has visited the following islands:

Arrived at Strong's Island Sept. 8, and left on the 15th for Ascension, touching at Duperry's. Arrived at Ascension Sept. 23, and there remained 24 days, visiting the different harbors. Left on the 17th, bringing away the wife of Dr. Gulick and children, together with the Rev. Mr. Doane and family. Touching at Duperry's and Mr. Askill's, and reaching Strong's Island the 28th of October, she proceeded to Covel's, or Boston Island, the most southern of the Ralick group, lying N. lat. $4^{\circ} 34'$, E. long. $168^{\circ} 45'$ —there it was determined to establish a new Mission Station. She then proceeded to Apian, (or Apia or Charlotte's) where another Station was taken, at which the Rev. H. Bingham is located. Remaining a few days at Apian, until a house was fitted up for Mr. Bingham, she then returned to Covel's Island to locate Messrs. Doane and Pierson, with their families. Although reports had been unfavorable, in regard to the natives of Covel's Island, representing them fierce and treacherous, yet they were found mild, and extremely desirous of having missionaries located among them.

While passing through the Ralick group, a new island was discovered, not found as laid down upon any chart. It was less than two miles in circumference, and contained twenty-three inhabitants. Its position was N. lat. $8^{\circ} 15'$, E. long. $167^{\circ} 28'$.

The cruise of the *Morning Star* has been quite successful, and her return a month earlier than was anticipated. We regret that our limits do not allow us to make a more full report.

INFORMATION OBTAINED.—In 1851, or seven years ago, we received a letter from Mr. J. F. of New Salem, Mass., making enquiry for his son, W. F., who had been absent five years. As customary we advertised for the long-lost son. Greatly to our surprise the last mail brought a letter from him, dated "Portland, Oregon Territory." We hope the boy absenting himself thirteen years from home will take the earliest opportunity to return or communicate with his friends.

☞ We learn that a trading vessel will leave Honolulu for Micronesia during the present week—persons wishing to write will please forward their letters immediately.

The Day of Humiliation, October 7th.

This day was set apart for solemn religious services, in all the churches of England, on account of the India troubles. Judging from the tenor of the newspapers, the day was kept in a most becoming manner, and worthy of a Christian people. The *London Evening Mail*, and *Weekly Times*, of Oct. 7th and 9th, furnish reports of one hundred and twenty sermons, preached in various churches on that solemn day. The largest assembly gathered at the Crystal Palace, to listen to the celebrated Rev. C. H. Spurgeon, Baptist clergyman, who preached from Micah vi: 9: "Hear ye the rod, and who hath appointed it." The audience, 23,564 persons! A larger audience probably, never assembled for religious purposes, certainly not in modern times.

It is instructive sometimes to notice the view taken of such national events by foreigners. The following remarks are copied from a Catholic newspaper published in Paris, called the *Univers*. Remarkable admission! England still Christian! Her salvation might be hoped for if she was only Catholic!

"England offers to the world at this moment a magnificent and noble example. An entire nation is doing penitence and is humbling itself before God, imploring its pardon for its faults, confessing that its sins have brought about the evils which afflict it, and supplicating Him for victory. This is certainly a grand spectacle and a solemn lesson for the world. England—that haughty nation whose vessels cover the seas, whose empire extends over immense countries and over nearly one hundred million souls, humbles herself before the Almighty and promises to act in future in a more Christian manner. This is most certainly a grand example, and we recognize in such acts that the seeds of Christianity still exist among that nation; we foresee the glorious and admirable deeds it might accomplish were it to devote the immense resources it derives from its daring and persevering genius to the cause of truth and justice. England of the 7th October, 1857, is Christian England; were England Catholic, we would believe in her salvation."

Causes Assigned for the Mutiny in India.

In our reading we have met with the following causes assigned for the rising and mutiny of the Sepoys:

1. Injurious influence of missionaries.
2. Want of missionary influence.
3. Jealousy of the natives towards Europeans.
4. Misgovernment of the East India Company.
5. Mahomedan conspiracy.
6. A mere panic among the troops.
7. Russian intrigue.
8. Oppression of English Government.
9. Desire for Political Freedom.
10. Nena Sahib's resentment.

These are not all—we would invite our readers to examine the 2d Psalm, and Eze-

kiel 21:27. Read also the Book of Daniel and Book of Revelation. The rulers in London, Paris, Washington, St. Petersburg and Constantinople have really but little to do in managing this world. There is a Higher Power! There is a Ruler among the nations!

Facts and Events for Reflection.

In reading newspapers, both English and American, largely treating upon the affairs of India, certain facts have arrested our attention as worthy of consideration and reflection. "Whoso is wise, will observe these things."

"The mutiny broke out in the very city, Meerut, where, a few years ago, a military court martial expelled a soldier from the army simply because he had turned from Mohammedanism to Christianity."—*See Report of Court Martial, as published in the Newspapers.*

"The mutiny has prevailed throughout that portion of India where the greatest quantity of opium is produced for the China market."

From the London Morning Post, (secular.)

In our extreme delicacy not to infringe religious latitude, we worse than obstructed the growth of good principle, for we actually aided the propagation of heathenism. The Koran was ordered to be taught in every government school, but the Bible not allowed in any—not even as an historical or moral book; nor might a government teacher explain any portion of it, however strongly requested to do so. Whatever may be our future attitude towards Oriental superstition, it is quite obvious that our policy herein must be changed.

From the London Christian Times.

Nena Sahib was educated in one of the English government schools in India, where almost every book is studied except the Bible, and everything taught but Christianity. The greatest enemies to British rule and to the spread of the Gospel in India were men like Nena Sahib, and others who had been educated in the government colleges; most of whom were professedly Deists, but in reality Atheists.

"There is no doubt that the policy of the East India Company has been opposed to the spread of Christianity."

"There is no doubt that, in many instances, the Company's influence has been directly influential in sustaining idolatry."

"Two hostile forces stand face to face on the arena of history. Between them there can be no accommodation. So soon as the Christian and the Moslem come into actual contact, one of them must succumb or perish." Such are the words of the illustrious Joseph de Maistre.

If our limits would allow, we might extend this exhibition of important facts in regard to India. Interests are at stake, which lie vastly deeper than those of the East India Company. Politicians and statesmen may have their schemes to accomplish and their ends to promote, but they should remember that God reigns! Bancroft, the historian, has beautifully expressed the correct idea upon this subject:

"It is when the hour of conflict is over, that history comes to a right understanding of the strife, and is ready to exclaim: 'Lo! God is here, and we knew it not.' At the foot of every page in the annals of nations may be written, 'God reigns.' Events, as they pass away, 'proclaim their Original:' and if you will but listen reverently, you may hear the receding centuries, as they roll into the dim distances of departed time, perpetually chanting 'Te Deum Laudamus,' with all the choral voices of the countless congregation of the age."

News from "Isles of the South."

From letters recently received by the French man-of-war, *Alcibiade*, we learn several interesting items of intelligence. Preparations are going forward for the publication of the 3d edition of the Bible (carefully revised) in the Tahitian language. The natives of Tahiti are evincing a new and general waking up to religious subjects. The Protestant missionaries are finding increasing encouragements to labor for their welfare.

We regret to learn that the Rev. Mr. Buzacott's health has failed, and he has been obliged to leave his station, which was upon Rorotonga, where he had labored so successfully for many years. The Rev. Mr. Gill, of Mangaia, has gone to take his station.

The French are experiencing some trouble at the New Caledonia group. The natives have massacred a colony of 17 whites.

Protestant Missionaries (English) are making good progress among the natives on the Isle of Pines. They have also gained a permanent footing at Erromango, the spot where Williams was killed, in 1839.

Mr. John Barf (son of the old missionary by that name, at Huahine) has visited England with his family, and returned in the missionary bark *John Williams*, is about opening a seminary at Tahaa—one of the Society islands—for the purpose of training native pastors.

"Music hath Charms to sooth the savage breast."

Thus wrote the poet, and the truth of the sentiment was happily verified during the late cruise of the *Morning Star*. On approaching a savage island, the inhabitants came off in large numbers singing and chanting their wild songs, and otherwise demonstrating that they were Nature's untutored sons and daughters. The deck of the vessel was filled with natives. While these wild scenes were going forward, Mrs. Snow, Mrs. Bingham and Mrs. Gulick seated on the quarter deck, commenced singing

"There is a happy land,
Far, far away," &c.

The effect was instantaneous and most pleasing. Order and quiet were produced, and for the moment, at least, the "savage was tamed."

The only news received by the *Morning Star*, during its absence, was derived from the September and October numbers of the *Friend*, left by the whaleship *Norman* among the savages of Covel's Island. We hope our readers will pardon this egotistical item!

The new island discovered by the *Morning Star*, in Ralick's group, was called "Anderson's Island," in honor of the Rev. Dr. Anderson, senior Secretary of the American Board of Commissioners for Foreign Missions, in Boston.

During the late trip of the *Morning Star*, the fact has been made manifest as noon-day that the dark-minded inhabitants of Polynesia are quick to distinguish between those who traverse the ocean burning with *lust*, and those who go to preach among them the Gospel. Hereafter, when the report is spread abroad that a trading vessel has been seized and the crew cut off, for the credit of white men concerned, an inquiry had better never be instituted, why was it done? or what was the cause? We blush for humanity when facts are told us respecting the doings of men from *professedly* Christian lands. We hope those traversing the ocean will fully understand this fact, that the world is very differently constituted from what it was a few years ago. It now has no dark corners! The light of public opinion may now be brought to bear upon the remotest spots upon the globe! News from the remotest parts of the Pacific may, in a few days, be published in the newspapers of London and New York.

O, ye, who would make soldiers, scholars, philosophers and scientific men of the heathen, before Christianizing them, we commend to your careful perusal Cardinal Wiseman's remarks, found in another column. Please read what a Catholic considers "the error in India." Protestants think the same—and because they have thought so, some have denounced them as fanatics. The would-be-wise men, and political schemers of this world are obliged to learn some truths by terribly dear-bought experience. The infidels and Athiests of France once voted the Sabbath out of existence, and bowed before the goddess of Reason, but after they had butchered one another for a few years, a wiser and less infidel generation was glad to allow in theory, at least, that it was best to restore the Sabbath to the people.

On the arrival of the *Morning Star* at Covel's Island, inhabited by *savages*, it was discovered that they had in safe keeping letters for Dr. Pierson, which had been forwarded by whaleship *Norman*, from Honolulu.

The *Morning Star* will sail on or about the 20th of this month, for Marquesas.

FREE-WILL OFFERINGS—For the Seamen's Chapel, (seats free,) supported by gratuitous contributions; and the *Friend*, one thousand copies of which are distributed gratuitously among Seamen in the Pacific Ocean:

| | For Chapel. | For Friend. |
|--|-------------|-------------|
| Rev. T. Coan, - - - | | \$4 00 |
| A. S. C., - - - | \$5 00 | 10 00 |
| Capt. Mitchell, <i>Recovery</i> , - - - | | 3 00 |
| Capt. Klinkofstrom, San Francisco, - - - | | 5 00 |
| Mr. Weeks, <i>Condor</i> , - - - | | 1 00 |
| Capt. Morrison, " <i>Danl. Wood</i> ," - - - | | 5 00 |

OAHU CLERICAL ASSOCIATION—Will hold its next meeting at the Study of the Rev. Mr. Bishop, Honolulu, February 9th, (Tuesday,) at 10 A. M. A full attendance is desired.

S. C. DAMON, Scribe.

CAMPBELL'S RESIDENCE ON OAHU, 1809-1810.

[Continued.]

During the time I resided with Davis, Terremytee, the king's brother, died. His body lay in state for a few days, in the morai; and was afterwards buried, according to custom, in a secret manner.

The public mourning that took place on this occasion was of so extraordinary a nature, that, had I not been an eye-witness, I could not have given credit to it.

The natives cut off their hair, and went about completely naked. Many of them, particularly the women, disfigured themselves by knocking out their front teeth, and branding their faces with red hot stones, and the small end of calabashes, which they held burning to their faces till a circular mark was produced; whilst, at the same time, a general, I believe I may say an universal, public prostitution of the women took place. The queens and the widow of the deceased alone exempted.

When the captain of a ship that lay in the harbor remonstrated with the king upon these disgraceful scenes, he answered that such was the law, and he could not prevent them.

About this time an immense water-spout broke in the harbor. It was first observed in the south, about noon. The day was fine, with a clear atmosphere, and nearly calm. When I saw it first, it appeared about the thickness of a ship's mast, reaching from the sea to a heavy dark cloud that hung immediately over it. It approached slowly, the cloud gradually increasing in size. When it came near, we could observe the water ascending in a spiral direction, and the sea round its base boiling up in great agitation. At this time it seemed about the thickness of a hogshead. The tide was fortunately out; and upon crossing the reef, about an hour after its first appearance, the column broke, and such a mass of water fell, that the sea in the harbor was raised at least three feet upon the beach. No squall was experienced, nor did any rain fall. Hundreds of dead fish were picked up upon the reef, and along shore after it broke. I have seen several water-spouts at sea, and one that was nearly on board the ship in which I was, but none of them at all equal in magnitude to this.

The natives quitted their houses, and fled with the utmost precipitation in a direction opposite to that in which it approached, I was informed, that a few years before, one had broken on the north side of the island, by which a number of houses were washed away and many people drowned.

In the month of November, the king was pleased to grant me about sixty acres of land, situated upon the Wymumme, or Pearl-water, an inlet of the sea about twelve miles to the west of Hanaroora. I immediately removed thither; and it being Macaheite time, during which canoes are tabooed, I was carried on men's shoulders. We passed by foot-paths, winding through an extensive and fertile plain, the whole of which, is in the highest state of cultivation. Every stream was carefully embanked, to supply water for the taro beds. Where there was no water, the land was under crops of yams and sweet potatoes. The roads and numerous houses are shaded by cocoa-nut trees, and the sides

of the mountains covered with wood to a great height. We halted two or three times, and were treated by the natives with the utmost hospitality. My farm, called Wymanoo, was upon the east side of the river, four or five miles from its mouth. Fifteen people, with their families, resided upon it, who cultivated the ground as my servants. There were three houses upon the property; but I found it most agreeable to live with one of my neighbors, and get what I wanted from my own land. This person's name was William Stevenson, a native of Borrowstounness. He had been a convict, and escaped from New South Wales; but was, notwithstanding an industrious man, and conducted himself in general with great propriety. He had married a native, and had a family of several children. He was the first who introduced into the island the mode of distilling a spirit from the tee-root, of which, however, he became so fond, that the king was obliged to deprive him of his still. When I knew him he had bound himself by an oath, not to taste spirits except at the new-year, at which time he indulged to the greatest excess. He chiefly employed himself in his garden, and had a large stock of European vegetables.

In the end of February, I heard there was a ship at Hanaroora, and went up with a canoe-load of provisions, wishing to provide myself with clothes, and, if possible, a few books. She proved to be the *Duke of Portland*, south-sea whaler, bound for England. When I learned this, I felt the wish to see my native country and friends once more so strong, that I could not resist the opportunity that now offered. In addition to these motives, the state of my feet had of late given me considerable uneasiness; the sores had never healed, and I was anxious for medical assistance, in the hopes of having a cure performed. I was, indeed, leaving a situation of ease, and comparative affluence, for one where, laboring under the disadvantage of the loss of my feet, I knew I must earn a scanty subsistence. I was a tolerable sail-maker; and I knew, that if my sores healed, I could gain a comfortable livelihood at that employment. These hopes were never realized; the state of my limbs renders me quite unable to hold a bolt-rope, and necessity has compelled me to betake myself to a more precarious and less agreeable occupation.

The king was on board the ship at the time, and I asked his permission to take my passage home. He inquired my reason for wishing to quit the island, and whether I had any cause of complaint. I told him I had none; that I was sensible I was much better here than I could be anywhere else, but that I was desirous to see my friends once more. He said, if his belly told him to go, he would do it; and that if mine told me so, I was at liberty.

He then desired me to give his compliments to King George. I told him that, though born in his dominions, I had never seen King George: and that, even in the city where he lived, there were thousands who had never seen him. He expressed much surprise at this, and asked if he did go about amongst his people, to learn their wants, as he did? I answered, that he did not do it himself, but that he had men who did it for him. Tamaahmaah shook his head at this, and said, that

other people never do it so well as he could himself.

He sent a handsome cloak of feathers by Captain Spence as a present to his majesty, accompanied by a letter, which I heard him dictate to the captain. The purport of it was, to remind him of Captain Vancouver's promise, that a man-war, armed with brass guns, and loaded with European articles, should be sent to him; and added, that he was sorry he was so far away that he could not help him in his wars; and concluded, by requesting his acceptance of the cloak as a proof of his regard.

Having procured the king's permission to depart, I went on shore to take leave of my friends; particularly Isaac Davis, and my patroness, the queen, who had always treated me with the utmost kindness. On this occasion she presented me with several valuable mats to sleep upon on board the ship.

It will be believed that I did not leave Wahoo without the deepest regret. I had now been thirteen months upon the island; during which time I had experienced nothing but kindness and friendship from all ranks—from my much-honored master, the king, down to the lowest native. A crowd of people attended me to the boat; unaccustomed to conceal their feelings, they expressed them with great vehemence; and I heard the lamentations of my friends on shore long after I had reached the ship.

We sailed next day, being the 4th of March.

CHAPTER IX.

The island of Wahoo lies about seven leagues to the northwest of Morotai, and about thirty from Owhyhee, in the same direction; it is nearly forty miles in length from northwest to southeast, and about half that extent in breadth.

Although only of secondary size, it has become the most important island in the groupe, both on account of its superior fertility, and because it possesses the only secure harbour to be met with in the Sandwich Islands.

In consequence of this, and of the facility with which fresh provisions can be procured, almost every vessel that navigates the North Pacific puts in here to refit. This is probably the principal reason why the king has chosen it as his place of residence; perhaps the vicinity to Atooi and Onehow, the only islands independent of himself, and the conquest of which he is said to meditate, is another and no less powerful motive.

The south coast of the island extends from Diamond-hill on the east, to Barber's Point on the west, a distance of about twenty-four miles. A range of mountains runs almost parallel to the shore, from which it is separated by a fertile plain, which varies in breadth; at Hanaroora, where it is broadest, the distance from the sea to the mountains is about five miles.

A reef of coral runs along the whole extent of this shore, within a quarter of a mile of the land; the greatest part of it dries at low water, and in the inside it is in many places too shallow even for canoes, except at full tide.

Whyteete bay, where Capt. Vancouver anchored, is formed by the land falling back from the southern promontory of the island, called by the white people Diamond-hill. It

is open to the south one-half of the compass, and there being no channel, ships are obliged to anchor on the outside of the reef.

Tamaahmaah formerly resided at this place, and great part of his navy were hauled up on the shore round the bay. I counted more than thirty vessels; they are kept with the utmost care, having sheds built over them, their spars laid alongside, and their rigging and cables preserved in stores.

They are chiefly sloops and schooners, under forty tons burden, and have all been built by his own carpenters, principally natives, under the direction of an Englishman of the name of Boyd.

He possesses one ship of about two hundred tons, called the *Lily Bird*. This vessel was originally an American, which arrived from the coast of California in a leaky condition. He purchased her from the captain, by giving his largest schooner in exchange, and paying the difference in dollars. She was repaired by his own carpenters, and laid up at Hanaroora, alongside a wharf built for the purpose. The remainder of his fleet, ten or twelve more, were hauled up at the same place, except one small sloop, which he kept as a packet between Wahoo and Owyhee. She was navigated by native seamen, under the command of an Englishman named Clerk, who had formerly been mate of the *Lily Bird*.

Three miles to the west of Whyteete is the town of Hanaroora, now the capital of the island, and residence of the king. The harbour is formed by the reef, which shelters it from the sea, and ships can ride within in safety in any weather, upon a fine sandy bottom. There is a good channel through the reef, with three or four fathoms water: but if there is a swell it is not easily discovered, as the sea often breaks completely across. Pilots, however, are always to be had: John Hairbottle, captain of the *Lily Bird*, generally acted as such. The best anchorage is in five fathoms water, about two cables' length from the shore, directly in front of the village. Ships sometimes anchor on the outside of the reef, but they run the risk of having their cables cut by the coral.

The entrance to this harbor may probably, at no very distant period, be filled up by the growth of the coral, which must be rapid indeed, if Hairbottle, the pilot, was correct, when he informed me that he knew a difference of three feet during the time [fifteen years] he had been at Hanaroora.

A small river runs by the back of the village, and joins the sea at the west side of the harbour. Owing to the flatness of the country, the water is brackish, and there is none fresh to be had within several miles of the place. Ships, however, can be supplied at a moderate rate by the natives, who bring it from the spring in calabashes. Six miles to the westward is Bass' harbour, also formed by an entrance through the reef; within it is well sheltered, with good anchorage in five or six fathoms; but there being no village in the vicinity, it is little frequented.

Wymumme, or Pearl river, lies about seven miles farther to the westward; this inlet extends ten or twelve miles up the country. The entrance is not more than a quarter of a mile wide, and is only navigable for small craft; the depth of water on the bar, at the highest tides, not exceeding seven feet:

farther up it is nearly two miles across. There is an isle in it, belonging to Manina, the king's interpreter, on which he keeps a numerous flock of sheep and goats.

Pearls and mother-of-pearl shells are found here in considerable quantity. Since the king has learned their value, he has kept the fishing to himself, and employs divers for the purpose.

Ten miles to the west of this is Barber's Point, so called from the captain of a ship wrecked there, the north-west extremity of the island. It is very low, and extends a considerable way into the sea.

The tides upon this coast do not rise more than four feet at springs; it is high water about three at full and change of the moon. The force of the currents is scarcely perceptible.

The flat land along shore is highly cultivated; taro root, yams and sweet potatoes, are the most common crops; but taro forms the chief object of their husbandry, being the principal article of food amongst every class of inhabitants.

The mode of culture is exceedingly laborious, as it is necessary to have the whole field laid under water; it is raised in small patches, which are seldom above a hundred yards square; these are surrounded by embankments, generally about six feet high, the sides of which are planted with sugar-canes, with a walk at top; the fields are intersected by drains or aqueducts, constructed with great labor and ingenuity, for the purpose of supplying the water necessary to cover them.

The ground is first carefully dug and leveled with a wooden spade, called maiai, which the laborers use, squatting on their hams and heels. After this, it is firmly beat down by treading it with their feet till it is close enough to contain water.

The plants are propagated by planting a small cutting from the upper part of the root with the leaves adhering. The water is then let in, and covers the surface to the depth of twelve or eighteen inches; in about nine months they are ready for taking up; each plant sends forth a number of shoots, or suckers all round. This mode of culture is particularly laborious, and in all the operations those engaged are almost constantly up to the middle in mud.

Notwithstanding this, I have often seen the king working hard in a taro patch. I know not whether this was done with a view of setting an example of industry to his subjects. Such exertion could scarcely be thought necessary amongst these islanders, who are certainly the most industrious people I ever saw.

The potatoe and yam grounds are neatly enclosed by stone walls, about eighteen inches high. In addition to these native productions, Indian corn, and a great variety of garden stuffs, have been lately introduced, and are cultivated with success, chiefly by the white people.

When the islands were discovered, pigs and dogs were the only useful animals they possessed; but Tamaahmaah has paid so much attention to the preservation of the breeds left by Vancouver, and other navigators, that in a short time the stock of horned cattle, horses, sheep, and goats, will be abundant.

[To be continued.]

ADVERTISEMENTS.

NOTICE TO WHALEMEN.

MACY & LAW,

—DEALERS IN—

WHALEMEN'S SUPPLIES AND GENERAL MERCHANDISE,

Kawilahe, Hawaii.

CONSTANTLY ON HAND a good supply of Hawaiian beef, potatoes, hogs, sheep and numerous other articles required by whalemén. The above articles can be furnished at the shortest notice and on the most reasonable terms in exchange for bills on the United States or orders on any merchant at the Islands. No charge made on inter-island exchange.

Beef packed to order and warranted to keep in any climate. 3-tf.

SAILOR'S HOME,

FRONT STREET, (near Pacific,) --- SAN FRANCISCO.

SEAMEN ARRIVING IN THE PORT OF SAN FRANCISCO, are informed that the above House has been fitted up by the "Ladies' Seamen's Friend Society" of that port, and is now ready for the reception of Boarders. This House offers superior inducements to Seamen, having well ventilated Bed Rooms, good Beds, a large Reading Room, well supplied with Papers and Periodicals, good Board, and every facility for shipping.

FRED'K HENNEL,

(Late of New York,) • Superintendent.

Reading Room free to all Seamen. 1-tf

"THE FRIEND" SENT ABROAD.

OUR LIST OF FOREIGN SUBSCRIBERS has been increasing for several years, and is now larger than ever before. We should rejoice to have it become so large that the Friend might become a self-supporting paper, and the necessity removed of calling for donations. When that time arrives, our patrons may be sure they will not find us appealing for funds.

The Friend will be sent to any part of the United States, and the Hawaiian and United States postage prepaid, or included, for \$2 50.

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* * We desire to call the special attention of all masters, officers and seamen to the importance of doing their part towards sustaining this paper. It was never intended to make the paper a money-making concern. The publisher prints 1,000 copies of each number for gratuitous distribution among seamen visiting Honolulu, Lahaina and Hilo. This rule has been practiced for more than ten years, and hence the paper has become so generally circulated among seamen in all parts of the Pacific. tf

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DANIEL SMITH.

Honolulu, March 26, 1857. tf

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J. WORTH,

HAVING established himself in business at Hilo, Hawaii, is prepared to furnish ships with Recruits, on favorable terms for Cash, Goods or Bills on the United States.

THE UNDERSIGNED, lately wrecked in the ship *Indian Chief*, was treated very kindly by the natives of East Cape, in the Arctic Ocean, and he would recommend that each master passing there should make the natives some present, (say a box of tobacco, which they prize highly,) in order that their friendship may be retained, to the benefit of any seamen who in future should be so unfortunate as to be wrecked in that region. PHILO HUNTLEY,

Late Master Ship *Indian Chief*.

Honolulu, Oct. 23, 1857.

10-tf

MARINE JOURNAL.

PORT OF HONOLULU, H. I.

ARRIVALS.

- Jan. 2—Am bk Fanny Major, Paty, 13 days fm San Francisco.
 2—Am bark Merrimac, 163 days from New London.
 12—Br brigantine Recovery, Mitchell, 27 days fm Vancouver's Island.
 13—Am clipper ship Polynesia, Perkins, 12 days from San Francisco.
 19—H. I. M.'s brig Alcibiade, Marigny, from Tahiti.
 25—Am clipper bark Yankee, Penhallow, 16 days from San Francisco.
 26—Am brig Leverett, Benedict, 23 days from S. Francisco.
 28—Miss. packet Morning Star, Moore, 36 ds fm Rakick Isl.
 28—Am sch L P Foster, Moore, 23 ds fm Teckalet, O. Ter.

DEPARTURES.

- Dec 26—Salamandre, Chandleur, for Havre.
 24—South Seaman, Norton, to cruise.
 28—Fanny, Boody, to cruise.
 30—Sheffield, Green, to cruise.
 Jan. 8—Am sch Caroline E. Foote, Worth, for Tahiti.
 9—Bark Isabella, Lyon, to cruise.
 11—Bark Daniel Wood, Morrison, for Ascension.
 20—Am bark Fanny Major, Paty, for San Francisco.
 23—Haw wh bark Faith, Wood, to cruise.
 23—Am wh ship India, Rice, for New London.
 25—Am ship Condor, Whiteside, to cruise.
 28—Br brig Recovery, Mitchell, for Vancouver's Island.

MEMORANDA.

☞ Sailed from New Bedford, for the North Pacific:—Nov 3, ship Levi Starbuck, Jerneagan; Nov 4, ship Robert Edwards, Wood; Nov 9, bark Favorite, of Fair Haven, Smith; Nov 11, ship Ohio, Barrett; ship Montreal, Sowle.

☞ A new bark called the *John P. West*, was launched at New Bedford on the 17th Nov. She is intended for the North Pacific whale fishery, under command of Capt. Daniel Tinker, judr., late of the *Moctezuma*.

Since the departure of the mail, per *Vaquero*, on the 24th ult., the following whalers have sailed from this port:—26th, French ship Salamandre, Chandleur, to cruise; bark Fanny, Boody, do; 30th, bk Sheffield, Green, do; Jan 9, bk Isabella, Lyon, do; 11th, bk Daniel Wood, Morrison, for Ascension.

Spoken off Cape St. Lucas, about Dec. 1, whaleship Thomas Dickason, Plaskett, 12 months out, 800 brls.

At La Paz, Lower California, Nov. 17, Hawaiian schooner *Queen of the Isles*, Chapman, for Guaymas.

The American whaleship *Massachusetts*, Chatfield, hence Nov. 26, touched at San Francisco to get his patent windlass repaired, it having broken.

Whalers at Papeete, Tahiti.

(Correspondence of the Commercial Advertiser.)

- Oct. 16—Ocean, Gifford, of New Bedford, last from do do, 900 sperm, whole voyage; 750 sp, season.
 Nov. 28—Falcon, Norton, of N. B., last from Talcahuano, 700 sp, 60 wh, voyage; 60 sp, season.
 Dec. 2—Caulincourt, Labaste, of Havre, last from Lahaina, 20 sp, 1380 wh, voyage; 20 sp, 1380 wh, 14,000 bone season.
 2—Gen. d'Hautpool, Darmandaritz, of Havre, last from Lahaina, 29 sp, 1229 wh, voyage; 29 sp, 1229 wh, 12,000 bone.
 7—Napoleon III., Morel, of Havre, last from Lahaina, 22 sp, 1190 wh, voyage; 22 sp, 1190 wh, 7000 bone, season.
 7—Elizabeth, Delamarc, of Challenge, last from Lahaina, 800 sperm, voyage.
 8—Nassau, Murdock, of N. B., last from Marquesas, 20 sp, 1000 wh, voyage; 20 sp, 1000 wh, 15,000 bone, season.
 8—Gustav, Gillies, of Challenge, last from Honolulu, no oil since leaving Honolulu.

REPORT OF BARK YANKEE.—Left San Francisco 9th Jan., at 12 o'clock M., with the wind W N W., and, with the exception of the first three days, we had a continued succession of calms, squalls and head winds. On the 24th, at 8 o'clock A.M., sighted East Maui, bearing S.S.W., distant 70 miles.

☞ Barque *Frances Palmer*, of Honolulu, was spoken on the 25th of November, off Cape St. Lucas, with 500 barrels sperm oil.—S. F. Alta.

PER MORNING STAR.—Lying at Strong's Island, Sept. 8, wh sh Commodore Morris, Lawrence, 950 sp. Nov. 3, wh sh Joseph Butler, White, N. B., nearly full, soon to put off for home; brig Emily Hott, Sutton, of Tahiti. The ship Norman, Ray, touched at Covet Island, 24th November. One week previous to his arrival there, had carried away fore-topmast and lost a boatsteerer named Martin Pettengell. Lying at Apia, Nov. 25, Sarah Ann, Randall, trading for cocoanut oil. Arrived there, 29th, Almeida, Fairclough, of Sydney, in the same trade. The Almeida left Dec. 2, with the *Morning Star*, bound to Pitt's Island. While

coming up through the Rakick Chain, we discovered a small island not laid down on any of our charts. Landed on the west side, and counted 23 inhabitants. The island was named "Anderson Island," after Dr. Anderson, of Boston. On her return, the *Morning Star* encountered easterly winds, which forced her as high as 36 deg. N. Arrived at Honolulu, Jan. 28, 36 days from Covet Island.

PASSENGERS.

From SAN FRANCISCO—per Fanny Major, Jan. 2—Asa T Lawton and lady, Miss J E Robinson, Miss S Parker, Rev R Armstrong, Rev D Baldwin, lady and daughter, T B Henley, G H Whitmore, W D Alexander, H L Johns, G T Alley, Geo Fisher, John Bowers, Thomas F Swain.

For TAHITI—per Caroline E. Foote, Jan 8—Capt Wilber, Prof Risley and son, John Devani, Wm Tompkins, Daniel Tompkins, P Dickerson, Thos McGeorge, Mrs J Sumner, Mrs W Sumner, Mrs O R Clifford.

For SAN FRANCISCO—per Fanny Major, Jan 20—A T Lawton and lady, F Swazy and lady, Miss Robinson, Madame Broy, Messrs Rivett, Sherman, Mitchell, Henly, Below, J Fox and son, Burkenbusch, Huberman, Burbank, Dyer, Johns, Master Young, Lent, Schinburn, Windsor, Benjamin, Morris, Reynolds, Rogers, Brown, Johnson, Newman, Leinhook, Ahyn, Ahusa.—32.

From SAN FRANCISCO—per Yankee, Jan 26—Mr Wm Freeland and wife, W H Dimond, A Strobridge, H R Phillips, M Russell, Capt N C Brooks, Along. Steerage—Wm Gregg, S J Cullen, Bryant, Thos Gilmore.

From SAN FRANCISCO—per Leverett, Jan. 27—J A Rowe, J R Marshall, Mrs Rowe, Mrs Marshall, Mrs Whittaker, Jas Hernandez, J Armstrong, Harry Adams, Luther Bell, Patrick Miles, Frank Whittaker, Raphael Gunbo, Masters J W and F Whittaker.

For NEW LONDON—per India, Jan 27—Rev E Bailey, of Wailuku.

For SAN FRANCISCO—per St. Marys, Jan 26—Dr G A Lathrop, Mrs Lathrop and 2 children, Mrs A H Spencer and daughter, Mr Wm Benson and wife.

MARRIED

On the 4th inst., at the Catholic Mission, in this city, by the Rev. Herman Koolman, Mr. JACOB MARKLE, formerly of Iowa, U. S., to MISS SUSAN PRATT, of the Hawaiian Kingdom.

In Portland, O. T., Dec. 17, WM. A. DALY, formerly of Honolulu, to MISS PRISCILLA M. GRAY.

DIED

In Honolulu, at the residence of J. F. B. Marshall, Esq., the Rev. JOSEPH C. SMITH, a Unitarian clergyman, late from Newton Corner, Mass. The deceased had suffered for several months with an affection of the lungs, and hoped that a voyage and residence in a tropical climate would have proved favorable to his health. After his arrival, he was able to ride out but two or three times; gradually sinking, he died on the 30th of December, and on the following day his funeral took place, and his remains were temporarily deposited in a tomb, to await their removal to their final resting place among his friends in New England. He was a graduate of Bowdoin College, State of Maine, and also of Andover Seminary, where it was our privilege to be associated with him in studies preparatory to the Christian Ministry. Subsequent to his leaving the Theological Seminary, he was called to settle over the Unitarian Society in Groton, Mass., and from thence to the Society at Newton Corner, where he was pleasantly located when overtaken by disease. He leaves a widow and children to mourn his loss.

In Boston, Mass., on the 11th of Dec., WILLIAM C. PARKER, aged 75 years. Mr. Parker was one of the oldest and most respected citizens in Boston. He was the father of our present worthy Marshal.

In this city, 10th inst., PAUL C. DUCORRON, Esq., a native of London, England, aged 38 years.

In this city, on the 13th inst., Mr. HENRY ST. JOHN, late Purveyor to His Majesty, a native of England, aged about 37. He had resided on these islands for a number of years.

At Edgartown, Mass., Nov. 12, MRS. ELIZA W. NORTON, wife of Capt. Thos. H. Norton of ship *South Seaman*.

On the 5th January, 1858, at the Hospital at Hilo, of chronic inflammation of the bowels, BAYLEY F. STUDLEY, late 2nd mate of the ship Newburyport, of Stonington, Conn. Mr. Studley was discharged from that ship and admitted into the Hospital on the 7th October last. His wife and several children reside at Fairmouth, Mass.

At Allomana, near Hanalei, Kauai, Sandwich Islands, JOHN BLACK, an American by birth.

In San Francisco, Jan. 8, EDWARD B. PURDY, formerly a member of the California Legislature. He visited Honolulu in 1854, and again in 1856.

At U. S. Hospital, in Honolulu, Monday, January 4, SAMUEL BUCKLIN, aged 35, a native of Warren, R. I. January 6, HOWARD, belonging to Newport, R. I.; he was discharged from the "Lancaster." Jan. 21, HIRAM WOOSTER, belonging to Acton, Maine, where his family now resides; he left ship "Splendid," of Edgartown. Jan. 23, MR. PHILLIP CLAPLIN, late from California, and formerly belonging to the State of New York. Jan. 26, MR. NOAH BRIGGS, aged 18, belonging to Port Townsend, Jefferson County, Washington Territory. He left home in Oct. last, in company with his brother Ansel—both hoping to be benefited by the voyage, and residence upon the islands, but Ansel died on the passage down.

In Honolulu, January 27, Mrs. FISE, of consumption, wife of Capt. Fish, master of the "Corea."

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ON FORT STREET, NEAR HOTEL STREET.

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OFFICE OF THE PANAMA RAIL-ROAD COMPANY, }
 NEW YORK, July 20, 1857. }



The Panama Rail-Road Company takes this method of informing those interested in the Whaling business, of the advantages offered by the Railroad across the Isthmus of Panama, for the shipment of Oil from the Pacific to the United States, and for sending outfits and supplies from the United States to Panama.

The Railroad has been in regular and successful operation for more than two years, and its capacity for the transportation of every description of merchandise, including Oil, Provisions, &c., has been fully tested. The attention of several Captains of whaleships has recently been turned to the subject of shipping their oil from Panama to New York during the present season, and the Panama Rail-Road Company has made arrangements to afford every facility which may be required for the accomplishment of this important object. A Pier, 450 feet long, has been built in the bay of Panama, to the end of which Freight Cars are run to receive cargoes from lighters or vessels lying alongside, and deliver the same alongside of vessels at Aspinwall. Vessels of from 200 to 300 tons can lie at the Pier with safety, grounding in the mud at low water.

The vessels to and from Aspinwall are fast-sailing brigs, belonging to the Rail-Road Company, and the Company is prepared to receive oil at Panama and deliver it in New York, under **through Bills of Lading** at the rate of eight cents per gallon, if received at the Pier, and nine cents per gallon if received in the harbor from ship's tackle, charging for the capacity of the casks, without allowing for wantage. This charge covers every expense from Panama to New York, in case the oil is sent through the Superintendent or Commercial Agent of the Panama Rail-Road Company, insurance excepted. The freights may be made payable on the Isthmus or in New York at the option of the shipper.

The vessels of the Company sail regularly semi-monthly, and the average passages to and from Aspinwall are about twenty to twenty-five days. The time occupied in crossing the Isthmus is four hours. Oil, during its transit across the Isthmus, will be covered with canvas, or conveyed in covered cars, and owners may be assured that every care will be taken to prevent leakage. Several cargoes have already been conveyed to New York without the slightest loss.

Oil or other goods consigned for transportation to the Superintendent of the Panama Rail-Road Company, or to **William Nelson**, Commercial Agent of the Company at Panama, will be received and forwarded with the greatest despatch.

☞ Frederic L. Hanks has been appointed Agent at Honolulu, Sandwich Islands; and is prepared to furnish every requisite information to shippers.

JOS. F. JOY, Secretary

FREDERIC L. HANKS,

Agent Panama K. R. Co., Honolulu S. I.

64-12m

THE FRIEND:

A MONTHLY JOURNAL, DEVOTED TO TEMPERANCE, SEAMEN, MARINE AND GENERAL INTELLIGENCE.

PUBLISHED AND EDITED BY

SAMUEL C. DAMON.

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HONOLULU, MARCH 3, 1858.

{Old Series, Vol. 15.

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THE FRIEND.

MARCH 3, 1858.

Command of the *Morning Star*.

A new, strange and unlooked-for chapter is just now opening in the history of this little vessel of world-wide fame. It will be easy to state the simple facts as they now appear, but not so easy to make known the causes, or predict the results. The vessel returned a few days since from a most successful cruise among the Micronesian Islands, under the command of Captain Moore, who has been her commander ever since she sailed from Boston. On her arrival, arrangements were immediately commenced to fit her out for her second trip to Marquesas. Her freight was partly on board. She was to have sailed last week, and doubtless would have now been on her voyage, but for the long prevalence of southerly and contrary winds, which have detained several other vessels in port. While thus hanging, as it were, by her hawser, and awaiting the order to "cast off," a mail arrives from the United States, bringing positive and peremptory orders for her commander to resign and proceed immediately to Boston, and for the vessel to be detained until a new commander shall be sent out, the agents here not being allowed any discretionary power in the premises. The proper course, in such cases, is of course to follow the old sea-going maxim, "Obey orders, if you break owners."

Events so unlooked for and surprising, at first rather bewilder the mind. The removal of a commander is an uncommon event, but even that would not have appeared so strange if Captain Moore had acquired a doubtful reputation, or was regarded in this quarter of the world as incompetent to discharge the responsible duties of a shipmaster; whereas the very reverse is the fact, and he now enjoys a reputation which any shipmaster might envy. He has shown himself an able, careful, intelligent and most trustworthy commander, most admirably suited and qualified for the peculiarly trying, perplexing, delicate and responsible position which

he has been called to occupy for the last fifteen months, but from which he is now suddenly set aside. Before finishing our remarks, we shall endeavor to show that these are not mere assertions.

As yet the public has not been informed in regard to the cause or causes, and of course we have no remarks to make thereon. We know not what rumors or reports may have reached the ears of the Prudential Committee, or what documents and letters may have been transmitted thither, hence we shall only write about what we know to be facts.

Captain Moore arrived at the islands in April of last year, as the world has been informed. Since that time he has commanded the *Morning Star* on one trip to the Marquesas and another to Micronesia. On her return from the Marquesas, in July, the Directors of the Hawaiian Missionary Society were highly pleased with the ability which Captain Moore had displayed. The Directors* (some of whom are gentlemen eminently qualified to judge in such matters) passed a vote of approval of Captain Moore's conduct as a commander. The vessel soon sailed for Micronesia, and, after an absence of six months, returned, having made one of the most interesting, important and successful cruises in the annals of Missions to Polynesia. During these two trips, the anchor of the *Morning Star* has been dropped nearly thirty different times—six at Marquesas, fifteen at Micronesia, and six or seven times in different ports of the Sandwich Islands. In a majority of these places, Captain Moore was an entire stranger to the navigation, and was obliged to be his own pilot. While the vessel was cruising in Micronesia, a new island was discovered by Captain Moore, and its position ascertained; the lagoon at Covel's Island was surveyed, and the vessel anchored where no foreign vessel ever before entered; at Apia, where Wilkes asserts there is but one passage into the lagoon, the *Morning Star* entered at one passage and left at another. During these various cruises, Captain Moore has kept a minute journal, noting down with care incidents and facts observed with the eye of a careful and intelligent navigator—winds and currents are described—islands, reefs and shoals ascertained and compared with former explorers—manners and habits of the inhabitants observed. It was our privilege to hear Captain Moore's Journal read, on his first arrival from Micronesia, and it is merely justice to say that it reflected the highest credit upon him as a navigator. It was accompanied with seven-

* The following are among those gentlemen belonging to the Board of Directors: Associate Justice Robertson, of the Supreme Court; Dr. Judd; Mr. Goodale, Collector of Customs; Mr. Waterhouse, an old shipowner; Mr. S. N. Castle, &c. Persons more capable of forming a correct opinion in matters of this nature, are not to be found in this part of the world. Their opinion respecting Captain Moore's ability remains unchanged, except that their confidence is vastly increased by his last cruise.

teen sketches of harbors, reefs, islands and lagoons. Portions, at least, of this journal we shall hope to see published.

In retiring from the command of the *Morning Star*, it must be highly gratifying to Capt. Moore that he leaves her in complete trim and "ship-shape" order. His officers and crew have uniformly given him a good name and pronounced him an excellent seaman. Capt. Gulick, who is the part owner of two vessels running among the islands, and who sailed in the *Morning Star* as 2d mate during her late cruise, bears the most unequivocal testimony respecting Capt. Moore's abilities as a commander. The Rev. P. J. Gulick, late Delegate to Micronesia, who was a passenger to and fro, unites in the testimony of his son.

Before closing our remarks, it becomes us to say a few words respecting the difficulty and perplexity of commanding a vessel with "so many owners," and conveying American and Hawaiian Missionaries, together with their goods. We are bold to assert that in this respect Captain Moore is a model captain!

We would merely add, that we hope no insurance office will ever incur risks upon the *Morning Star* with a less competent Master, or the Prudential Committee of the American Board make choice of a less modest, reliable, efficient and trustworthy Commander.

Death, and Funeral of Captain Meham.

The sudden death of this young, but distinguished Commander of H. B. M.'s steamer *Vixen*, now lying in this port, was a marked event. It occurred on Wednesday night, Feb. 17, and his funeral took place on the following Friday. In the funeral solemnity our entire community took a part. The following was the order of the procession which accompanied his remains to Nuuanu Valley Cemetery:

| | | |
|---|--------------|----------|
| Honolulu Rifles. | | |
| Philanthropic Societies. | | |
| Household Troops. | | |
| Marines from H. B. M.'s steamer <i>Vixen</i> . | | |
| Pall | THE REMAINS. | Pall |
| Bearers. | | Bearers. |
| Sailors of the <i>Vixen</i> . | | |
| Officers of <i>Vixen</i> . | | |
| H. B. M.'s Commissioner and Consul-General. | | |
| The King's Ministers and Foreign Representatives. | | |
| Crew of H. I. M.'s brig <i>Alcibiade</i> . | | |
| Officers of H. I. M.'s brig <i>Alcibiade</i> . | | |
| Foreign Consuls. | | |
| Personal Friends of the Deceased. | | |
| British and Foreign Residents and others. | | |

We regret that our limits will not allow us to copy the obituary tribute which appeared in the *Poly-nesian*. Capt. Meham, we would remark, was most favorably known in connection with the Arctic expedition in search of Sir John Franklin, but, like Kane, he has gone to an early, but honored, grave.

Correspondence of the "Friend."

The Fauna of Ponape, or Ascension Island, of the Pacific Ocean.

BY L. H. GULICK, M. D.

There are only three specimens of indigenous *mammalia*: 1. A small dog, not more than eighteen inches in height and proportionate length. Its hair is long and sleek, its ears short and erect. The posterior hairs of the tail as it curves upwards are peculiarly long, which gives it a quite bushy appearance. It is a sprightly, but unintellectual variety, worth little save as a companion and as food for a degraded race of humans, and as furnishing retreat for the lice their masters deem such a luxury. 2. Rats. The variety here found is a peculiarly disgusting specimen, and is very numerous represented. They are very destructive in gardens, rooting up the seeds of all leguminous plants, and even devouring young chickens, and attacking setting hens. 3. Bats. The natives distinguish two varieties, a large and a small; but I am not satisfied that the cause of difference is anything but age. The largest individuals will measure eighteen inches from tip to tip. Whales and porpoises are comparatively numerous in the surrounding seas.

OF BIRDS there are twenty nine or thirty species. They are distributed probably in the following proportions among the different orders as classified by Swainson. 1. Of the Rapacious birds, one species, a small owl. 2. Of the Perchers, fourteen or fifteen species. The notched-bills (*Dentirostris*) number 11 or 12 species. I do not know of any conic-billed, nor any suctorial birds. There are two swallow-like birds, a *kingfisher*, and a *nightjar*, and one climber, a small *parrot*. 3. Of the swimmers, there are six species—one that may be a *sea-duck*, the rest *gulls*, one of which is the *tropic-bird* (*phæton*). 4. Of the waders, one *plover*, one *sandpiper*. 5. Of the gallinaceous birds, two pigeons, the *ptilopus cyenovirens* and the *carophaga oceanica*, and a small, partially domesticated, fowl.

The number of individual REPTILES is great, though confined to a few species. At least two species of turtle are found in our waters, the *green turtle* and the *hawk-billed turtle*. They visit the uninhabited ant group to deposit their eggs. The so-called tortoise-shell forms an export of some value. There are several species of *lizards*, and these constitute the main body of the island *reptilia*. We have one variety of what I suppose may be an *iguana*, and also a species of *gecko*.

I need scarcely remark that the varieties of FISHES are very numerous—and more than this I will not attempt to report. A fresh-water *eel* is an object of great veneration and

fear. A species of harmless *shark* is very abundant. A large *stingray* (probably a *trygon*) frequents the coral flats, and is the occasion of much fear to wading fishermen.

INSECTS are somewhat numerous, but are probably distributed through a comparatively small number of genera. *Cockroaches* and *dragon flies* are the largest insects we have. One species of small *white ant* is a source of some trouble. There are six or more kinds of true *ants*, that are not of the most intrusive and destructive kinds. The cosmopolitan *horse-flies* and *fleas* are found, but are not troublesomely numerous. *Mosquitoes* are bred by myriads in our swamps.

Of the ARACHNIDA I can only say that a few varieties of *spiders* are found, one only however of any importance, whose feet, when expanded, cover a space of three inches diameter; and that a small *scorpion* is occasionally seen, but is not at all feared.

The CRUSTACEA are a very interesting portion of our animated kingdom. We have a large delicious *crawfish*, and a great number of *marine crabs*, one of which is truly gigantic, its claws being often each ten inches in length, and the longest diameter of its carapace seven inches. A small crab burrows by myriads in the sandy shores, over which the tides ebb and flow. There are several kinds of *land crabs*. The species of *hermit crabs* (*paquians*), in particular, must be numerous. They are the most interested spectators of our conchological cabinets. In our open houses and rude cases they have free access to our shells, and may almost any time be heard rattling around among them. They bring their worn-out habitations, and deposit them in exchange for some of our finest specimens. On a moon-light night they may often be found congregated by scores in our unfloored out-houses. On the neighboring low group of *Ant*, there is found what I think must be a species of *birgus*, said to climb cocoanut trees and husk the nuts. Large crabs burrow in clayey soils, and may sometimes even be heard scrambling in our houses. They form delicious morsels. I know of but one kind of fresh-water *shrimp*.

The MOLLUSCA are numerous, and attractive, but it is little I can, as yet, report concerning them. Without having done more than induce the natives to collect for me, I have on my shelves about one hundred species. A small *squid* is eaten by the natives. One species of *nautilus* is drifted on shore always in a mutilated condition. The natives suppose it to be a fallen star! Of the gasteropoda, Edwards order *Posobranchiata*, I am able to recognize the following genera, besides which there are several, that, with my present knowledge and appliances I cannot determine:—*Stromb* (*strombus*); several species of *scorpion-shell* (*pteroceras*); *frog-shell* (*re-*

nella); *triton*; *spindle-shell* (*fusus*); *auger-shell* (*terabra*); *dog-whelk* (*nassa*); at least two species of *helmet-shell* (*cassis*); three or four of the *tun* (*dolicem*); *harp-shell*; *olive* or *rice-shell*; eight or ten species of *cones* (*conus*); several of *mitre-shell* (*mitra*); fifteen or twenty of *cowries* (*cyprea*), among which are *orange cowry*, the *map cowry*, and the *money cowry*, that have been taken to the East India markets; *ovulum*; *sigaretus*; *cerithium*; *nerite* (*nerita*); *trochus*; and *ear-shell* (*haliotis*). I am surprised that as yet I have discovered but six or seven of the terrestrial pulmoufera. Of the conchifera or bivalves, I have fifteen or twenty varieties.

Of the RADIATA I only know that our waters are alive with them. Twelve or fifteen species of the *biche de mer* (*holothuria*) are found, though the varieties most valued in China are comparatively scarce. *Biche de mer* has several times been cured here by foreigners for the Hongkong market.

ASCENSION ISLAND, PACIFIC OCEAN, }
September —, 1857. }

REV. MR. DAMON—Dear Sir:—It is now five years since our mission company first arrived on this island. In our missionary work we have nothing seriously to discourage; on the contrary, very much to encourage. The natives pay us increasing attention and respect. Many of them feel, and readily acknowledge we are their friends, which is a great step gained. There is a gradually increasing number who receive our religious instructions with attention and interest. Several chiefs are willing to be considered in some respects on the Christian side, though, in truth, we have no good evidence that any of them are true Christians. We have as much labor as we can well perform on Sabbaths, traveling about to meet our many small congregations. Since the first of January we have printed thirty-two small pages of "First Lessons and Hymns" in Ponapean, and a number of our pupils have read the whole. The total of our printing amounts to about 8000 pages. We have, in the Metananim tribe, about a hundred scholars who are learning to read and write. Several can already write almost everything they attempt in their own language. Strangers coming here may not be able yet to see much change, but we, who are constantly here, feel that the great bog of heathenism is being filled up beneath us, though the process has not even reached the visible surface. It may be some time before we can report anything wonderful or glorious, but by scriptural patience and by a proper enlisting of Him who alone has all power, that day will yet come.

We estimate the native population at about 5000. The foreign residents, independent of missionaries, vary from 25 to 30. I have no sympathy with many of the

habits and methods, yet whatever character Ascension Island whites may in past years have had, it is but simple justice for me to say that the most of these pilots and traders deal as fairly for ships as men in like positions in most parts of the world. Though our efforts at enlightening the natives, and the consequent effects it has in teaching the natives to trade for themselves with ships tends to interfere with the monopoly the white men have for long years enjoyed, several of them are willing to have us teach their own wives and dependents. In the Kiti tribe ships may now, if they choose, trade directly with the natives, and this is also fast becoming true in the Metalanim tribe. As fast as this is effected the true interests of natives, and foreigners and ships will be subserved.

It may not be amiss to state that wood now sells for from six to ten pounds of tobacco a whale-boat load or cord; that is, from \$1 50 to \$2 50, for tobacco can now be readily purchased every shipping season at 25 cents a pound. Yams stand at the uniform price of six pounds a barrel, which is equivalent to \$1 50 cash. There is no charge for water, though some one usually, if not always, takes the job of filling the casks, for which there is a slight charge. The other recruits for ships are about as in other years. Pigs and fowls are scarce. Wood and water and pigeons plenty; and pretty good yams are plenty in the early part of the season, or if too many ships do not call for them. Bananas are usually abundant. Pine apples are now comparatively numerous, especially in the northern summer when they ripen. Paw-paws are very numerous, and very fine both ripe and green, as a fruit and as a vegetable. Fish can sometimes be procured in considerable quantities.

Deserters will generally be secured if the ship can delay two or three days, even if they escape into other tribes. The bounty for securing deserters should not, and need not, exceed \$10, or at the utmost \$15, though some captains have very unnecessarily offered as high as \$200.* The weather and lee tribes (Metalanim and Kiti) furnish about equally good and cheap recruits. In the lee tribe one chief alone receives presents; in the weather tribe, which is sometimes a little bothersome, though if a captain be uniformly friendly and straightforward, there is no great trouble. Ships are equally safe from depredations in either tribe, though a captain, here, as elsewhere, must be properly watchful. No more, perhaps not so many, accidents have happened in the least commodious "Middle Harbor" (Ponatik) than in any

other. The charge for pilotage is twenty dollars. It may interest some to hear that the orange, tamarind, shaddock and coffee are being successfully introduced, and will, ere long, become plenty. I am happy to acknowledge several large seed-cocoanuts from St. David's Island, by Captain Akin. Nutmeg seeds from Captains Akin and J. L. Smith have lost their vitality, and will not grow, to my great sorrow, for Ascension Island might readily rival "the Spice Islands!"

The following table may be of interest to the seafaring readers of the *Friend*. It is brought up to the 1st of Sept., 1857:

NUMBER AND CLASS OF VESSELS TOUCHING AT ASCENSION ISLAND, PACIFIC OCEAN.

| | Metalanim Harbor: "Tribe. | Ponatik Harbor: Metalanim Tribe. | Papuan Harbor: Kiti Tribe. | Kiti, Lee Harbor: Kiti Tribe. | Jekots Harbor: "Tribe. | Ponatik Harbor: Metalanim Tribe. | Whalers. | Traders. | Merchantmen. | Missionary vessel. | Total. |
|-----------------|---------------------------|----------------------------------|----------------------------|-------------------------------|------------------------|----------------------------------|----------|----------|--------------|--------------------|--------|
| 1852-3 | 2 | 6 | 1 | 19 | 1 | | 25 | 3 | | 1 | 29 |
| 1853-4 | 1 | 13 | 1 | 17 | | 1 | 30 | 2 | 1 | | 33 |
| 1854-5 | 1 | 20 | 1 | 20 | | | 40 | | 1 | 1 | 42 |
| 1855-6 | | 16 | | 7 | | | 23 | | | | 23 |
| 1856-7 | 2 | 8 | | 8 | | 1 | 17 | 2 | | | 19 |
| Total of 5 yrs. | 6 | 63 | 3 | 71 | 1 | 2 | 135 | 7 | 2 | 1 | 145 |

Capt. J. L. Smith, of the *Newark*, entered the Metalanim harbor on the 1st of July; sailed July 22, bound South, reports 650 blrs. sperm oil. Capt. Akin, of the barque *Winthrop*, entered the Metalanim harbor July 5; sailed July 26, bound toward Booka, reports 480 sperm, 75 whale.

Capt. Akin desires the following note to be reported in the *Friend*:

"Last year met a shoal or reef a mile long, running N.E. and S.W. It was smooth, fine weather at the time, and there were but few breakers on the shoal. I passed within a mile of it, and know that my reckoning was right, for I made the Bonin Islands in a few days, and found it so. The shoal is in lat. 20° 37' North, long. 131° 02' East from Greenwich. It is not laid down on any chart I have on board."

Believe me, ever yours,
in Christian bonds,
L. H. GULICK.

MR. EDITOR:—The accompanying is a copy of a letter shown me to-day by a young seaman, who was much affected by it himself. I thought it might do good to others, if you had room for it in your paper. The tone is peculiarly affectionate. Robert had a letter from his father. Seamen do get well paid for writing home—don't they? Truly yours,

S. E. BISHOP.

ROCKDALE PARSONAGE, }
July 6, 1857. }

DEAR ROBERT:—You will perhaps be as much surprised to see a letter from me, as I was to see a letter a few days ago from you, far away in the northern seas. And it was with the hope that a line from your old teacher and pastor might cheer and benefit you, now that you are removed to such a distance from your former home and associates that I have asked to have this enclosed to you. Never forget, Dear Robert, wherever you are, that God is always near to you to assist you if you are in danger, to comfort you if you are in any trouble, and to punish you if you give yourself up to sin or wrong. You may have hundreds and thousands of miles to travel by

sea and land, and many weary days and months will have to go by before you can come to see us all at Chester Creek and dear Rockdale, but in one minute you can feel yourself near to God by praying to Him, and we can feel ourselves near to Him in the same way; and thus, by prayer, and in God who holds us every one in the hollow of His hand, we can always be near each other. Strive then to pray very frequently, at least a short prayer, to God every morning and evening to keep you from evil, and to guide you into everything that is good. I hope, my dear boy, that you have a Bible. How I wish that you would spend many an hour of the long twenty-eight months you spoke of in your letter, in reading that blessed book. You might know so much of what it has to teach you, and by it you would become wise unto Salvation. Perhaps far more would you learn than if you were in your old home now coming Sunday after Sunday to school, but never thinking seriously of your great privileges and opportunities. We would have been very glad to have seen you on Saturday last, which was the 4th of July, with your old school-mates at the celebration we had in the woods back of the parsonage. The children and people enjoyed themselves very much, and it turned out a happy day for us all. I do hope God will bless you and keep you ever under His protection, and bring you back to Rockdale a wise and good man. And whatever changes may take place between this and then, may you find us all endeavoring to please God, and to do good, or to hear of us taken to a better world than this. I am, dear Robert, lovingly,

Your pastor and sincere friend,
JOHN K. MURPHY,
Rector of Calvary Church, Rockdale.

The following letter has been forwarded for insertion in our columns. It touches upon a subject of vital importance to the missionary enterprise. Coming from the son of an old and respected missionary, the thoughts and suggestions are worthy of consideration. It may well be considered whether laymen may not go forth and essentially promote the missionary cause!

DEAR SIR:—* * *—I think the enterprise of which you speak would well suit my taste and habits, as well as prove profitable in a pecuniary point of view.

Still, I think it my duty, as well as privilege, to engage in some more direct way of seeking the salvation of my fellow men. Not indeed that I think lightly of the field of usefulness which your suggestions would open to me—but may I not, by going abroad, to some other heathen land, find a wider field than that, and one in which my labors would tell more directly for the advancement of the Redeemer's kingdom? Are there not many; indeed, do not the larger part of our mission children intend to remain in this country and set this people examples of industry and enterprise? And will not some of them stay to fill the places of their parents when these shall have gone home to heaven, whilst but few comparatively are prepared to take up the missionary's cross, not coveting the missionary's crown?

May it not, therefore, be my privilege, as one of the oldest of our number, to add my example to that of those who have already preceded me in this good work, for the benefit and encouragement of those

* MR. DAMON—Dear Sir:—I think my husband has meant to have this \$20 instead of \$200, though I cannot be perfectly sure. Mr. Doane thinks as I do about it. Mrs. L. H. GULICK.

who are to come after? Furthermore, in view of my extensive acquaintance with Hawaiians, may it not be my duty to set them an example of going forth in the humbler capacity of an assistant missionary, without the magic title of "Reverend"—the acquisition of which seems to be the ambition of many who offer themselves for the missionary work? Not, of course, that I regard myself as better than my Hawaiian brethren, but by my example may I not help to teach them that the "*kahunapule*" is not essential to their own happiness, or to their missionary work?

Am I mistaken in this idea as applicable to Christian professors in Hawaiian churches, or to those of lands more highly civilised? Is it to be regarded as a settled truth, that none but ordained clergymen have a *call* to the missionary work, or a warrant to go forth and proclaim the Gospel to their fellow men who have it not? I think not. Many indeed act as though none but ordained clergymen had any call to, or warrant for, this work. I cannot but regard this as a gross error, and sadly pernicious in its effects upon the influence of the Redeemer's kingdom.

The children of this world are wiser in their generation than the children of light. They go forth in swarms and fill every part of the globe. They delay not for a prescribed amount of education, neither do they wait for the laying on of hands, but doubting nothing as to their "call," they eagerly press forth to do their Master's bidding. And notoriously, these children of the world—these missionaries of Satan—frustrate in every land, in every clime, the messenger of Salvation. And so it is, that wherever and whenever the missionary of the cross is prepared to enter upon his work, he finds the fields pre-occupied by these "wiser children" of the world, who, having unfurled the standard of their Sovereign, claim the sole right of possession, and withstand most desperately and persistently the tardy efforts of the "children of light."

Do not, however, suppose that in thus speaking I would disparage the most careful preparation for the ministerial office. Let all who *can*, fit themselves by thorough mental as well as moral discipline, for the high duties of the sacred calling. But there are thousands who are unable to prosecute courses of study, so diverse and so extended as are required by colleges and theological seminaries. And what shall these soldiers of the cross be called to do! Shall they be taught that the want of a liberal education limits their personal duty to their own immediate neighborhood, or to their native land at farthest? Have they no "call" personally to the missionary work, because, forsooth, they have less than the prescribed amount of book knowledge to secure them a diploma from some college?

What multitudes of such young men, in the churches of the United States, might, if they had the spirit of Christ, find in the islands of this ocean, opportunities for doing good beyond their largest conceptions! And how greatly is the cause of Christ suffering for lack of the services they are prepared to render! It is not enough that they give their money to the work of missions. Let them give themselves also, like the noble Macedonians.

You may, perhaps, smile at my earnestness in thus writing. But I do conceive it a grievous error that is too extensively suffered to prevail in the church, that upon pious young men, who are not ministers, there lies no immediate pressing responsibility to give themselves to the missionary work. Cannot something be done to correct this error, and take away the stumbling block it puts in the path of pious young men, some of whom we may hope, at least, would gladly do their duty to the heathen world could they but see it.

Yours truly,

[Original Poetry.]

The Pilgrim's Rest.

I saw an aged Pilgrim,
Whose toilsome march was o'er,
With slow and painful footstep
Approaching Jordan's shore;
He first his dusty vestments
And sandals cast aside,
Then, with an air of transport,
Entered the swelling tide.

I thought to see him shudder,
As cold the waters rose,
And feared lest o'er him surging,
The murky stream should close;
But calmly and unshrinking,
The billowy path he trod,
And cheered with Jesus' presence,
Passed o'er the raging flood.

On yonder shore to greet him,
I saw a shining throng;
Some just begun their praising—
Some had been praising long;
With joy they bade him welcome,
And struck their harps again,
While through the heavenly arches
Pealed the triumphant strain.

Now, in a robe of glory,
And with a starry crown,
I see the weary Pilgrim
With Kings and Priests sit down;
With Prophets, Patriarchs, Martyrs,
And Saints, a countless throng,
He chants his great deliverance,
In never ceasing song.

Hartford, Nov. 17, 1867.

Micronesia's Welcome to the Morning Star!

The Morning Star! The Morning Star!
Lo! far o'er yonder surging foam,
The Morning Star! The Morning Star!
Ye sleepers, wake! blest morn has come!
See! hideous night grows pale with fright,
The dragon droops in dread despair;
Yon meteor bright, yon heavenly light,
Is Micronesia's Morning Star!

The Morning Star! The Morning Star!
'Tis love of Christ to regions dark,
Alone doth bid such vision fair.
Not Heaven-sent dove from Noah's ark,
On holier mission winged the wave
To bear the olive leaf afar.

She's sped by "mites" dear children gave,
She's named by Heaven "The Morning Star!"

The Morning Star! The Morning Star!
With outstretched wing of love she's come,
Like bird of air in haste to bear,
From land afar her message home.
Loved herald she! A welcome sprite!
The fairy isles extend their arms
And bid her on; with joyous greet
They ope their bays, and wave their palms.

The Morning Star! The Morning Star!
Yonder she gleams, than orient gem
More precious far—a thing to love.
As angels once to Bethlehem,
So she, o'er bright Pacific's deep,
Doth speed with joy to islets far.
O God of missions, guide and keep
Our Micronesian Morning Star!

L. H. GULICK.

As the sick body is not profited by food, so the vain mind is not benefited by admonition.

THE FRIEND.

MARCH 3, 1858.

To the friends and patrons of the Honolulu Sailors' Home.

The undersigned have been authorized by the Trustees to make an appeal for funds to pay off the debts of the Institution. Thus far, their efforts have been attended with the most gratifying success. The Trustees, before making this appeal, have contributed nearly \$500 to meet the present demand. Below will be found a statement of the finances of the Home.

At a late meeting of the Board of Trustees a resolution was unanimously passed approving of Mr. and Mrs. Thrum as managers of the Home. They have secured the confidence of the community.

In making this appeal, the Trustees desire it to be distinctly understood that the full amount of all liability has been incurred for good and substantial improvements. The Trustees, by first "putting their hands in their own pockets," before appealing to the community, desire to evince their entire confidence in the success, usefulness and importance of the Institution. For the Trustees to have paid off the entire debt, without allowing the benevolent, elsewhere, to have enjoyed the privilege of contributing their share in the good undertaking would have have hardly seemed modest, to say the least!

Subscriptions will be most thankfully received, and duly acknowledged.

SAMUEL C. DAMON,
J. T. WATERHOUSE,
H. J. H. HOLDSWORTH, } *Ex. Committee.*
Honolulu, March 1, 1858.

STATEMENT OF PRESENT DEBTS OF SAILORS' HOME.

| | |
|---|----------|
| Debt of 1856 and '57, with interest paid up to January 1, 1858, | \$550 00 |
| Printer's bill, | 25 00 |
| Erecting Shipping Office, Baggage Room, Bed Room, &c., | 696 10 |
| Lumber, | 86 00 |

| | |
|--------------------------|-----------|
| Total, | 1,307 10 |
| Contributed by Trustees, | \$480 |
| " others, | 98 578 00 |
| Present debt, | \$729 10 |

"AMAI!" "AMAI!"

In our last number we announced that the children connected with the Foreign Sabbath Schools on the islands had determined to purchase a whaleboat for the use of the missionaries at Marquesas. We are also happy to learn that children connected with the Native Sabbath Schools design purchasing another boat, to be called the "Amai." Both boats are much needed to facilitate the interests of the Marquesan mission. Long may the "Aloha" and the "Amai," like twin sisters, sail among the Marquesan Islands imparting joy to both missionaries and people. *Amai* is a Marquesan term, signifying "well."

come"; while *Aloha* is an Hawaiian term, signifying "love to you."

At a late meeting of the Directors of the Hawaiian Missionary Society, a committee was chosen to procure a vessel to convey the missionaries and their goods to Marquesas, inasmuch as there is much doubt whether it will be possible, under present prospects, to employ the *Morning Star* for that purpose before she is required to proceed to the westward. If a suitable vessel could be chartered, the Directors would immediately invite Capt. Moore to take command.

☞ We take the following tables from the *Pacific Commercial Advertiser* :

| COMPARATIVE VIEW | | | | | | | | | | | | | |
|--|-------------------|-------------------|----------------------------------|---------------------------------|-----------------------------------|---------------------------|-------------|-----------|--------------------------------|----------------------|-------------------------------|---------------------------------|--------|
| Of the Commerce of the Sandwich Islands, for 12 Years, from 1846 to 1857, giving the Totals for each Year. | | | | | | | | | | | | | |
| [PREPARED FOR THE PACIFIC COMMERCIAL ADVERTISER.] | | | | | | | | | | | | | |
| YEAR. | TOTAL IMPORTS. | TOTAL EXPORTS. | DOMESTIC PRODUCE EXPORTED. | FOREIGN PRODUCE EXPORTED. | TOTAL CUSTOM HOUSE IMPORTS. | OIL AND BONE TRANSHIPPED. | | | NUMBER NATIONAL VESSELS. | MERCHANT VESSELS. | NUMBER ENTRIES WHARVES. | GALLONS SPIRITS CONSUMED. | |
| | | | | | | Gals. | Quarts. | Lbs. | | No. | Tonnes. | | |
| 1857 | \$1,130,165 41 | \$645,526 10 | \$428,308 79 | \$222,222 91 | \$140,777 08 | 176,306 2 | 1,681,027 1 | 2,296,625 | 10 | 82 | 26,817 | 867* | 16,144 |
| 1856 | 1,151,422 90 | 670,824 67 | 463,748 79 | 204,545 88 | 123,717 05 | 121,294 1 | 618,579 1 | 1,074,942 | 9 | 123 | 42,213 | 986* | 17,773 |
| 1855 | 1,388,169 87 | 572,601 49 | 274,741 67 | 297,859 82 | 158,411 90 | 130,808 1 | 446,810 | 827,954 | 13 | 154 | 51,304 | 468* | 18,318 |
| 1854 | 1,590,987 71 | 585,422 67 | 274,029 70 | 311,392 97 | 152,128 68 | 156,484 1 | 683,922 1 | 474,748 | 16 | 125 | 47,288 | 525* | 17,537 |
| 1853 | 1,401,976 86 | 472,966 83 | 281,599 17 | 191,397 66 | 155,640 17 | 175,386 3 | 767,348 2 | 1,020,264 | 7 | 211 | 55,451 | 555* | 18,182 |
| 1852 | 759,868 54 | 638,395 20 | 257,321 69 | 381,142 51 | 112,001 38 | 173,400 1 | 1,182,738 3 | 1,159,551 | 3 | 235 | 61,065 | 619* | 14,150 |
| 1851 | 1,822,821 68 | 691,221 49 | 309,828 94 | 381,402 55 | 150,602 19 | 104,362 | 909,879 | 901,604 | 8 | 446 | 87,920 | 220 | 9,500 |
| 1850 | 1,035,058 70 | 789,052 35 | 636,522 63 | 246,522 72 | 121,506 73 | | | | 12 | 459 | 90,304 | 227 | 8,265 |
| 1849 | 723,839 44 | 477,845 81 | 279,743 74 | 198,102 07 | 83,231 82 | | | | 12 | 180 | | 274 | 5,711 |
| 1848 | 605,618 73 | 300,370 98 | 266,819 48 | 33,551 55 | 55,688 94 | | | | 6 | 90 | | 254 | 3,443 |
| 1847 | 710,188 52 | 264,226 68 | 209,018 53 | 55,208 07 | 48,801 25 | | | | 4 | 75 | | 167 | 3,271 |
| 1846 | 598,382 24 | 363,750 74 | 301,625 05 | 62,825 74 | 56,506 64 | | | | 17 | 61 | | | 6,491 |

* These figures give the number of different entries of wharves at various ports—some of the vessels entering at three, four and even five ports during the year.

The actual number of different wharves during 1857, spring and fall seasons, will about be 250.

NOTE.—In the Exports of 1856, the Collector does not include the sum of \$87,280 45, the product of vessels in the whale fishery under the Hawaiian flag. In our "comparative view," published above, that amount is included for 1856. In the Exports for 1857, the Collector *includes* the product of the whale fishery in the sum total of exports. When both amounts are included, as they should be, they show a decrease of \$21,000 in the exports for 1857.

* Each of these vessels employs a tender.

| LIST OF VESSELS EMPLOYED IN THE WHALE FISHERY, OWNED IN AND FITTED FROM HONOLULU, SEASON OF 1858, WITH THE AMOUNT OF CAPITAL INVESTED IN EACH: | | | | |
|--|---------------------|-------|-------------------------|--------------------------|
| FLAG. | CLASS AND NAME. | TONS. | COST, READY FOR SEA. | OWNERS OR AGENTS. |
| American | Ship Black Warrior* | 231 | \$10,500 | R. O'Leary & Co. |
| " | Barb Harmony | 316 | 22,000 | " |
| " | Italy* | 298 | 19,000 | " |
| " | Vernon | 308 | 23,000 | " |
| " | Metropolis | 210 | 21,000 | " |
| " | Schr. E. L. Frost | 141 | 13,000 | " |
| Hawaiian | Barb Faith | 317 | | C. A. Williams & Co. |
| American | Norman* | 414 | | " |
| " | Prudence Palmer | 303 | 115,000 | " |
| " | Ship Chas. Phelps | 362 | | " |
| " | Brig Agate | 186 | | " |
| Hawaiian | Oahu | 157 | 20,000 | Mitchell & Co. |
| " | Hawaii | 230 | 20,000 | " |
| " | Andis | 230 | 27,500 | " |
| Odenburg | Yakut | 220 | 21,000 | Hofschlager & Bapenrost |
| Hawaiian | Albatross | 209 | 23,000 | " |
| " | Wyandott | 209 | 23,000 | " |
| " | Barb Cynthia | 201 | 16,000 | H. H. McIntyre & T. King |
| " | Gambra | 219 | 17,500 | D. F. Snow |

| REMARKS. |
|---|
| Specm. whaling off coast of California |
| In port, sails soon for Oahu |
| In port, sails soon for Oahu |
| In port, sails soon for Oahu |
| In port, sails about April 1st |
| Coast of California |
| January 23, sailed to cruise |
| February 8, sailed to cruise |
| February 8, sailed to cruise |
| Capt. St. Lucas, November 25, 500 sp |
| October 14, sailed for California coast |
| December 16, sailed to cruise |
| In port, sails soon |
| December 15, sailed to cruise |
| Nov. 30, sailed for California coast |
| On passage from Bremen, due April 1 |
| February 13, sailed to cruise |
| In port, sails soon |

ORDINATION OF MR. BICKNELL.—The services took place at the Fort Street Church, Sabbath evening, Feb. 21. The following was the order of exercises on the occasion :

| | |
|-----------------------------|----------------------|
| Opening Service, - - - | REV. A. BISHOP. |
| Sermon, Acts 20 : 24, - - | REV. E. W. CLARK. |
| Ordaining Prayer, - - - | REV. R. ARMSTRONG. |
| Charge, - - - - - | REV. S. C. DAMON. |
| Right Hand of Fellowship, - | REV. E. G. BECKWITH. |
| Missionary Instructions, - | REV. L. SMITH. |
| Benediction, - - - - | REV. J. BICKNELL. |

☞ We would call the attention of our readers to the valuable Tables published in the present issue of our paper. It is exceedingly gratifying to learn that the whaling business is increasing from this port. Unless some unforeseen accident attend the fleet during the coming season, other vessels will be, unquestionably, added.

☞ We would call the attention of our benevolent readers to the appeal made by the Trustees of the Sailors' Home. It is highly desirable to pay off the existing debt, and hereafter keep the institution entirely free from debt. The example of the Trustees to take the lead in the matter must surely commend the cause to all right-minded and candid persons.

☞ The Library of the Sailors' Home has been properly arranged and labelled. Seamen and others wishing to take out books must call upon Mr. Tabor, who has the care of the Depository and Reading Room.

DONATIONS.—From Mr. Johnson, 1st officer of *Morning Star*, \$5 for Chapel, and \$4 for the *Friend*. From Mr. Watson, carpenter of *Morning Star*, \$8 for Chapel.

☞ The improvements around the United States Hospital evince the determination on the part of the Consul and Purveyor, that every reasonable thing shall be done for the proper regulation of the establishment. The Hospital, as managed, is, in the highest degree, creditable to the parties concerned.

NOTHING LOST.—A large part of vegetable matter and manure scattered over the surface of the earth is carried by heavy rains and torrents into rivers, and from the rivers into the ocean, and there apparently lost in her deep caverns and dark recesses. A partial observer would think that in time the earth, being so often deprived of that which is so essential to the support of the vegetable kingdom, would become impoverished. But Nature is no prodigal. The essential properties of this matter sooner or later all escape from the water of the ocean in the shape of gas and are caught by the passing breeze and wafted over the surface of the earth, and are taken up in perhaps some other quarter of the globe by the absorbents of the vegetable kingdom spread out in every leaf and blade of grass. Thus a putrid carcass on the plains of California or a dead whale in the Polar Sea, may appear again in the shape of a rose or a stalk of grain at the Sandwich Islands, a part at least of its nourishment having been derived from these parts in this wonderful manner.

(From the London Post.)
Another Model Steamer.

There is now in course of construction, at the Southwark Iron Works, a small steamship, built of iron upon a new principle, which the builders believe will accomplish an average speed of 25 to 30 miles an hour. The invention, for which a patent has been obtained, is intended to be applied to special transit vessels only, and is not suitable to river steamers, or other vessels intended to be used where the water is shallow or the channels uncertain. Should the expectations of the builders be realised, a vessel built and fitted in the manner proposed, can make the voyage from Liverpool to New York in five days, or from Liverpool to Melbourne in forty days. The novelty of the invention consists, for the most part, in constructing the vessels so that the centre of gravity is placed below the water line. This is effected by constructing a chamber called a "well" all along the bottom of the vessel, in which the machinery, coals and stores can be deposited. As it is not proposed that the vessels shall carry cargo, the centre of gravity will become a suspended instead of a supported body; and it is believed that this peculiar formation will decrease the arena of resistance to the water. The sides of the vessel rise perpendicularly from the well; and although the appearance of the vessel at present is anything but graceful, the patentee is of opinion that her form is constructed so as to secure the greatest amount of speed compatible with safety. The trial vessel, which will be ready for launching in a few days, is of sixty tons burthen and when fitted with her engines and stores, will weigh only 140 tons. She is formed of plate iron, one-eighth of an inch thick with angle irons an inch and half thick, and ribs fifteen inches apart. The inventor proposes to take her to New York, when finished. There can be no doubt that light iron steamers, without cargo and driven by high pressure engines, can attain very great speed in passing through water, but it would be premature to assert that the vessel now building, will realize all the anticipations which the builders have formed of her powers. If she does, she will be the precursor of great reforms in steam navigation.

CAMPBELL'S RESIDENCE ON OAHU, 1809-1810.

[Continued.]

At Owhyhee I was informed that there were many hundreds of cattle running wild, and several in a domestic state. The king had introduced the breed into Wahoo; and at the time I was there he had a herd of nine or ten upon the north side of the island.

Sheep and goats are already very numerous. Several individuals had large flocks of them. The queen had one, consisting of about one hundred and fifty; and Manina had several hundreds on the island in Pearl River.

The king had five horses, of which he was very fond, and used frequently to go out on horseback. I was informed there were still more at Owhyhee.

The cattle lately introduced are pastured upon the hills, and those parts of the country not under cultivation, the fences not being sufficient to confine them. The hogs are kept in pens, and fed on taro leaves, sugar-canes, and garbage.

The chiefs are the proprietors of the soil, and let the land in small farms to the lower class, who pay them a rent in kind, generally pigs, cloth, or mats, at four terms in the year.

At one time during my stay, there were nearly sixty white people upon Wahoo alone; but the number was constantly varying, and was considerably diminished before my departure. Although the great majority had been left by American vessels, not above one-third of them belonged to that nation; the rest were almost all English, and of these six or eight were convicts, who had made their escape from New South Wales.

Many inducements are held out to sailors to remain here. If they conduct themselves with propriety, they rank as chiefs and are entitled to all the privileges of the order; at all events, they are certain of being maintained by some of the chiefs, who are always anxious to have white people about them.

The king has a considerable number in his service, chiefly carpenters, joiners, masons, blacksmiths, and bricklayers; these he rewards liberally with grants of land. Some of these people are sober and industrious; but this is far from being their general character; on the contrary, many of them are idle and dissolute, getting drunk whenever an opportunity presents itself. They have introduced distillation into the island; and the evil consequences, both to the natives and whites, are incalculable. It is no uncommon sight to see a party of them broach a small cask of spirits, and sit drinking for days till they see it out.

There are, however, a few exceptions to this. William Davis, a Welshman, who resided with Isaac Davis, used to rise every morning at five, and go to his fields, where he commonly remained till the same hour in the evening. This singularity puzzled the natives not a little; but they accounted for it, by supposing that he had been one of their own countrymen, who had gone to Caheite, or England, after his death, and had now come back to his native land.

There were no missionaries upon the island during the time I remained in it, at which I was often much surprised.

Most of the whites have married native women, by whom they have families; but they pay little attention either to the education or to the religious instruction of their children. I do not recollect having seen any who knew more than the letters of the alphabet.

CHAPTER X.

The manners and customs of the Sandwich islanders have been repeatedly described by much abler observers; but my long residence has given me opportunities of noticing many things which have escaped others; and to these I shall, as much as possible, confine my remarks.

The natives, although not tall, are stout and robust in their make, particularly those of the higher rank; their complexion is nut-brown, and they are extremely cleanly in their persons. They are distinguished by great ingenuity in all their arts and manufactures, as well as by a most persevering industry.

They are divided into two great classes: the Erees, or chiefs, and the Cannakamowree, or people. The former are the proprietors of the land, the latter are all under the dominion of some chief, for whom they work or cultivate the ground, and by whom they are supported in old age. They are not, however, slaves, or attached to the soil, but at liberty to change masters when they think proper.

The supreme government is vested in the king, whose power seems to be completely absolute. He is assisted by the principal chiefs, whom he always keeps about his person; many of these have particular departments to attend to; one chief took charge of the household, and appointed the different surveys to be performed by every individual; another, named Coweeowranee, acted as paymaster; his province was to distribute wages and provisions amongst the people in the king's service.

An Elderly chief, of the name of Naai, took a general charge of the whole, and was, in fact, prime minister. He was commonly called Billy Pitt by the white people, and was by no means pleased when they addressed him by any other appellation.

The principal duties of the executive were, however, entrusted to the priests; by them the revenues were collected, and the laws enforced. Superstition is the most powerful engine by which the latter purpose is effected; actual punishment being rare. I knew only one instance of capital punishment; which was that of a man who had violated the sanctity of the morai. Having got drunk, he quitted it during taboo time, and entered the house of a woman. He was immediately seized, and carried back to the morai, where his eyes were put out. After remaining two days in this state, he was strangled, and his body exposed before the principal idol.

The method of detecting theft or robbery, affords a singular instance of the power of superstition over their minds. The party who has suffered the loss applies to one of the priests, to whom he presents a pig, and relates his story.

The following ceremony is then performed: the priest begins by rubbing two pieces of green wood upon each other, till, by the friction, a kind of powder, like snuff, is produced,

which is hot, that on being placed in dry grass, and blown up, it takes fire; with this a large pile of wood is kindled, and allowed to burn a certain time. He then takes three nuts of an oily nature called tootooe; having broken the shells, one of the kernels is thrown into the fire, at which time he says an anana, or prayer; and while the nut is crackling in the fire, repeats the words Muck-eeroio kanaka ai koee, that is, kill or shoot the fellow. The same ceremonies take place with each of the nuts, provided the thief does not appear before they are consumed.

This, however, but seldom happens; the culprit generally makes his appearance with the stolen property, which is restored to the owner, and the offence punished by a fine of four pigs. He is then dismissed, with strict injunctions not to commit the like crime in future, under pain of a more severe penalty. The pigs are taken to the morai, where they are offered up as sacrifices, and afterwards eaten by the priests.

Should it happen that the unfortunate criminal does not make his appearance during the awful ceremony, his fate is inevitable; had he the whole island to bestow, not one word of the prayer could be recalled, nor the anger of the Etooh appeased. The circumstance is reported to the king, and proclamation made throughout the island, that a certain person has been robbed, and that those who are guilty have been prayed to death.

So firm is their belief in the power of these prayers, that the culprit pines away, refusing to take any sustenance, and at last falls a sacrifice to his credulity.

The priests also practice medicine. Bathing is their great specific. If the patient is too weak to be carried to the sea, he is washed with salt water. The oil extracted from a nut, called tootooe, is used as a purgative; and a black mineral substance, reduced to a powder, as an emetic. This is very powerful in its effects; half the quantity that can be laid on a sixpence forming a sufficient dose.

I have but few particulars to give of their religious opinions. Their principal god, to whom they attribute the creation of the world, is called Etooh; and they have seven or eight subordinate deities, whose images are in the morai, and to whom offerings are made as well as to the Etooh. Their names I cannot recollect.

They believe in a future state, where they will be rewarded or punished for their conduct in this life. Their belief in the efficacy of prayer has already been remarked. During the time I lived with the king, it was reported that some person had prayed him to death; in order to counteract the effects of this, the daughter of a chief prostrated herself before the house, and turning towards the setting sun, prayed with great fervency. I did not then understand the language, and imagined that she was addressing that luminary; but William Moxely explained that part to me. She said, How could the sun rise and set, or the moon perform her evolutions, if there were not some Superior Being who regulated their motions.

[To be continued.]

☞ The sluggard becomes a stranger to God, and an acquaintance with indigence.

MARINE JOURNAL.

PORT OF HONOLULU. H. I.

ARRIVALS.

- Feb. 11—Chll bark Alexander Garegos, Ross, from Cailao via Lahaina.
 12—Am wh ship Brutus, Henry, from Lahaina, lying off and on.
 13—Am clipper sch Vaquero, Newell, 16 days from San Francisco.
 13—Am sch Palestine, Perriman, 21 days from Salt Point, California.
 21—Am wh ship Contest, Ludlow, from New Zealand.
 22—Am wh ship Caravan, Bragg, from New Zealand, off and on.
 23—Am wh ship Hibernia 2d, Edwards, from Lahaina.
 23—Haw brig Advance, Milne, from Fanning's Island.
 26—Am wh bark Winslow, Watson, of New Bedford, 30 months out, 400 bris sperm, from Huahine Jan 20.
 25—Am wh bark Wolga, Crowell, from Lahaina.
 25—Am wh ship Caravan, Bragg, off and on.
 26—Am sch Sophia, from San Francisco, with the United States mail of Jan. 6, telegraphed outside.

DEPARTURES.

- Jan. 27—U. S. ship St. Mary's, Davis, for San Francisco.
 Feb. 6—Am wh bark Merrimac, Long, to cruise.
 8—Haw sch Pfeil, Danielsburg, for Ascension and cruise.
 9—Haw brig Hawaii, Schlimmelfennig, to cruise.
 10—Am brig Leveret, Benedict, for New Zealand.
 13—Haw wh bark Cynthia, Sherman, to cruise.
 14—Am wh ship Chas. Phelps, Eldridge, to cruise.
 21—Ship Brutus, Henry, to cruise.

MEMORANDA.

[From the Marine report of the P. C. Advertiser.]

Capt. Williams of the *Cincinnati*, at Lahaina, has furnished us, by letter, with the following whaleship reports:—At St. Carlos, Nov 19, ship Citizena, Cash, of Nantucket, from the Line, 1100 sp, 100 wh; at Valparaiso, Dec 3, bark N. S. Perkins, Kiblen, of N. L., 75 bris wh, bound to Kodiack. Spoke, Dec 13, S. lat. 18°, W. long. 74° 40', ship Hero, Holly, of Nantucket, 600 sp; Nov 15, S. lat. 45°, W. long. 76°, ship Dromo, May, of N. L., 60 sp, 100 wh; Nov 28, S. lat. 44°, W. long. 75°, bark Iris, Bolles, of N. L., 200 sp, 100 wh.

The Schooner *San Diego*.—Through the politeness of Mr. L. F. Beatty, of this city, we have been permitted to make the following extracts from a letter received by him from Mr. Geo. S. Keyte, 1st officer of the schooner *San Diego*, which vessel left this port for Petropauloski on the 23th of September last.

"PETROPAULOSKI, Nov. 29, 1857.

"We have at last arrived safe here, after a passage of fifty-nine days, during which time we all suffered hardships such as you cannot conceive. We made the land five miles from this port on the forty-second day, when we were driven 250 miles to the southward by an easterly gale, against which we could make no way, and we were obliged at last to run through the Ferlie Islands into the Ochotsk Sea, to avoid getting on a lee shore. This kept us out, as you see, seventeen days more—short of water, scraping up the snow of the decks to drink. The captain, myself and one man only, being all there was to work and steer the vessel; all the rest were laid up from the time we were 12 days out from Honolulu. During all the voyage we had not six days dry feet—constantly knee deep in water all weathers. We were driven back across the meridian of Greenwich twice by westerly gales and contrary winds, crossing it altogether five times. We had a constant succession of gales. Our galley was washed away, and we have since cooked in the cabin. We have not been able to wash in fresh water for five weeks, and my hands are in a fearful state, not being accustomed to such hard work. In beating up the harbor with a head wind, the ropes were frozen to the deck every tack we made. I cannot express to you what we have all endured since we left. There have been many times when I thought all chances of seeing land again were hopeless, but God has preserved us through all dangers. Our craft is a staunch little vessel, but too small for a voyage like this in the winter season."

San Francisco papers received by the last mail, report the *San Diego* at Amor River.

Captain Ludlow, of ship Contest, from New Zealand, reports having spoken the following ships:—Nov 19, Morning Light, Norton, 6 whales—saw him boiling down afterwards; Nov 26, General Pike, Russel, 5 whales; Dec 5, Florida, Fish, 4 whales; Dec 6th, Shepherdess, Watrous, 4 whales; Dec 9, Christopher Mitchell, Manchester, 3 whales, 750 bris in all; Dec 10, Young Hero, Long, 1 whale; Dec 21, William Wirt, Osborn, 4 whales.

Captain Watson, of the *Winslow*, reports having spoken, Dec. 25, ship *Callao*, Howland, nothing since leaving Honolulu. The *Callao* had spoken ten days before, off Starbuck's Island, the ship *Henry Taber*, Ewer, boiling; same date, saw ship *Massachusetts*, Green. Off and on at Huahine, *Sharon*, King, 1st officer on shore sick—had taken about 50 bris sp; *Wolga*, Crowell, clean; at Tahiti, January 15, ship *Superior*, Wood, 6 months out, clean; Dec. 10, off Three Kings, *Hiawatha*, Ellis, 8 months out, 450 sp; *Alfred Gibbs*, Nichols, 1700 sp; *Milo*, Soule, 900 sp, 600 wh; in July, *Alexander*, Dougherty, 1200 sperm.

LOSS OF SHIP PACIFIC, OF NEW BEDFORD.—Capt. Watson re

ports that the 1st officer and eleven men of the ship *Pacific*, Sherman, arrived in a whaleboat at Port Nelson, N. Z., some time in the latter part of September last, and reported that that ship had foundered at sea. All hands left in the boats, but the others had not been heard of. The men had sworn to a written statement of the circumstances of the disaster before a magistrate at Port Nelson. The *Pacific* had on board 800 sperm, 90 whale.

Capt. Crowell of the *Wolga*, reports having spoken, Jan. 1st, *Navy*, Norton, nothing since leaving here; *Ocean Rover*, Veeder, 40 sperm, and boiling.

VESSELS IN PORT.—FEB. 24.

H. B. M.'s steamship Vixen, Moore.
 Ship John Marshall, Pendleton.
 Am clipper ship Polynesia, Perkins.
 Missionary packet Morning Star, Moore.
 Am sch Palestine, Perriman.
 Haw Brig Advance, Milne.

WHALES.

Ship Harmony, Austin
 Metropolis,
 Bark Gambia, Merritt
 Bark Italy, Babcock
 Vernon, Bumpus
 Brig Antilla, Molde

Coasters in Port.

Sch Haullilo, repairing.
 Sch Excel, Antonio.
 Sch Sally.
 Sch Libolho, repairing.
 Sch Manuokawai, for Hilo.
 Brig John Dunlap, repairing.
 Sch Kekauloohi.
 Sch Marla, Molteno.
 Sch Kamehameha IV.
 Brig Emma, White.

Vessels Expected from Foreign Ports.

Am bark Fanny Major, Paty, will leave San Francisco about Feb. 22, due here March 8.
 Am clipper brigantine Josephine, Baker, sailed from New York Dec. —, due here April 1.
 The Br Brig Antilla, from Liverpool, will be due in Feb.
 The ship Eliza & Ella sailed from Boston Oct 30, for Honolulu direct—will be due in March.
 The Am ship Aspasia will be due about April 1st, from Acanico.

PASSENGERS.

From MICRONESIA—per Morning Star, Jan 28—Rev P J Gulick Mrs S H Gulick and 3 children, Kamakahiki, and Doreks and 1 child.

For TEKELEET, W. T.—per L. P. Foster, Feb 3—C H Butler, wife and 2 children, W Freeland and wife, W Woodcock, and 8 in the steerage.

For AUCLAND, N. Z.—per Leveret, Feb 9—J A Rowe, J R Marshall, Mrs Rowe, Mrs Marshall, J Hernandez, J Armstrong, Harry Adams, Luther Bell, P Miles, Raphael Gumbo.

From SAN FRANCISCO—per Vaquero, Feb 13, for Honolulu—Dr F Hutchinson, Mrs M Russell. En route for Melbourne—Mr Rogan, A F Van Buskirk, Daniel Winter, Henry Heath, F L Haggerty and wife, Mrs Stanley, Miss Stanley, Miss Mortimer, C K Mason, J B Wheaton, S P Hogg, Geo W Ince, Miss A Ince, Miss Ince, T H White, A Robinson and wife, T Cummins, H D Keeler, Chas Revere, Samuel Jones, W S Howard and mother, J W Smith, wife and 4 children, Samuel Moore, Robert Darling, H Shanks, J Jackson, J Kincade, S Kincade, John Kincade, P Mulberry, W McCarty, Mr and Mrs Colvill, J Mulloy, J Higgins, T Merchant and boy, Donald McLean, W Morris, T Middleton, J H Smith, J Power, E Smith and wife, John Willie, Samuel Abbott.

From SALT POINT, CALIFORNIA—per Palestine, Feb 13—Mr Barker.

For MELBOURNE—per Vaquero, Feb 25—M M Russell, Mrs Russell.

For SAN FRANCISCO—per Yankee, Feb 26—Mr Whitaker, wife and 2 children, Dr H Robinson and lady, T Cummins, H C Leonard, J Collins, Messrs Preston, Strowbridge, Whitmore, Silverstone, Hopkins, Gilman, Mrs Mathews.

From FANNING'S ISLAND—per Advance, Feb 23—H English, R R Macfarlane.

PORT OF LAHAIA.

ARRIVALS.

- Feb. 1—French wh sch Manche, 135 days from Havre, clean.
 4—Am wh sch Corea, Fish, fm the line.
 4—Am wh sch Brutus, Henry, 60 sp season.
 6—Am wh sch Cincinnati, Williams, 350 wh, 2500 bone, last fm Valparaiso bound to the Ochotsk.
 6—Chil bk Alex Garegos, Ross, 44 ds fm Callao.
 7—H. B. M. Str. Vixen, Meacham, fm Hilo.
 22—Am wh ship Hibernia 2d, Edwards, 8 months fm New Bedford, clean.
 22—Am wh ship Carolina, Harding, 17 months from New Bedford, 25 sp, 125 wh, 3000 bone.

DEPARTURES.

- Feb. 8—Brutus, Henry, for Honolulu.
 8—Alex Garegos, Ross, Honolulu.
 Feb. 10—Ship Corea, Fish, for Honolulu.
 13—Ship Brutus, Henry, touched here, having been becalmed, and sailed again same day.
 12—Fr wh ship La Manche, shipped her anchor, and went to sea.
 22—Cincinnati, Williams, for Ochotsk.

MARRIED

At Hilo, Hawaii, at the residence of the Governor, Jan 21, by the Rev T. Conn, LEVI HAALELEA, Esq., of Honolulu, (a high chief) to Miss JULIA EMOS, daughter of Shonghing, a resident of that town.

DIED

At Waimea, Hawaii, on the 27th of January, HENRY BROWN, aged about 35 years, a native of Bedfordshire, England, but for fourteen years a resident of these islands.

In Honolulu, on Tuesday evening, EMMA FRANCES, aged 16 months, infant child of D. M. and M. J. Weston.

On the 6th inst., at Makawao, East Maui, after an illness of only two days, JOHN PIERSON, a native of Vermont, U. S., aged about 70 years. Mr. Pierson had a daughter and two sons in California. [California papers please copy.]

At his residence, Jan. 31, in Waimea, Hawaii, JOHN CALLAGH, a colored man. He was a shoemaker by trade, and known more or less all over the islands. He was aged 55 years—25 of which have been spent in Waimea. He leaves a widow and two children.

ADVERTISEMENTS.

To the Owners, and Persons interested in Whaleships in the Pacific Ocean.

OFFICE OF THE PANAMA RAIL-ROAD COMPANY, }
 NEW YORK, July 20, 1857. }



The Panama Rail-Road Company takes this method of informing those interested in the Whaling business, of the advantages offered by the Railroad across the Isthmus of Panama, for the shipment of Oil from the Pacific to the United States, and for sending outfits and supplies from the United States to Panama.

The Railroad has been in regular and successful operation for more than two years, and its capacity for the transportation of every description of merchandise, including Oil, Provisions, &c., has been fully tested. The attention of several Captains of whaleships has recently been turned to the subject of shipping their oil from Panama to New York during the present season, and the Panama Rail-Road Company has made arrangements to afford every facility which may be required for the accomplishment of this important object. A Pier, 450 feet long, has been built in the bay of Panama, to the end of which Freight Cars are run to receive cargoes from lighters or vessels lying alongside, and deliver the same alongside of vessels at Aspinwall. Vessels of from 200 to 300 tons can lie at the Pier with safety, grounding in the mud at low water.

The vessels to and from Aspinwall are fast-sailing brigs, belonging to the Rail-Road Company, and the Company is prepared to receive oil at Panama and deliver it in New York, under **through Bills of Lading** at the rate of seven cents per gallon, if received at the Pier, and eight cents per gallon if received in the harbor from ship's tackles, charging for the capacity of the casks, without allowing for wantage. For whalebone, one and one-half cents per pound. This charge covers every expense from Panama to New York, in case the oil is sent through the Superintendent or Commercial Agent of the Panama Rail-Road Company, insurance excepted. The freights may be made payable on the Isthmus or in New York at the option of the shipper.

The vessels of the Company sail regularly semi-monthly, and the average passages to and from Aspinwall are about twenty to twenty-five days. The time occupied in crossing the Isthmus is four hours. Oil, during its transit across the Isthmus, will be covered with canvas, or conveyed in covered cars, and owners may be assured that every care will be taken to prevent leakage. Several cargoes have already been conveyed to New York without the slightest loss.

Oil or other goods consigned for transportation to the Superintendent of the Panama Rail-Road Company, or to **William Nelson**, Commercial Agent of the Company at Panama, will be received and forwarded with the greatest despatch.

Frederic L. Hanks has been appointed Agent at Honolulu, Sandwich Islands, and is prepared to furnish every requisite information to shippers.

JOS. F. JOY, Secretary

FREDERIC L. HANKS,
 Agent Panama R. R. Co., Honolulu S. I. 64-12u

DR. J. MOTT SMITH,
DENTIST.

OFFICE, CORNER OF FORT AND HOTEL STREETS,
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TO NEW YORK OR ANY OTHER PORT in the United States, that may be agreed on. Moorings to be provided, and the Guano brought within reach of ships' tackles by the Agent on the Island.

For further particulars, freight or charter, apply to the undersigned, at his Office, corner of Fort and Merchant streets, Honolulu.

G. P. JUDD,

Agent of the AMERICAN GUANO COMPANY
Honolulu, March 1, 1858. 88-1f

INFORMATION WANTED

RESPECTING JOHN BALDWIN, an Englishman, reported to have lived upon the Sandwich Islands. He left England in 1819. Probably some of the old residents may have been acquainted with said person, if he ever resided upon Oahu, or any island of the group. Any information will be thankfully received if communicated to Consul-General Miller, or the Editor of the *Friend*. tf

RESPECTING CAPT. EDWARD J. DAVIS, who was last heard from commanding the British bark "Fesset Keron," bound to some port in the East Indies. Knowledge of any nature concerning his welfare will be most thankfully received by his wife Mrs. Sarah Davis, residing in Boston, or by the Editor of the *Friend*. tf

Letters lately received by the Chaplain for Mr. Joseph S. Cook and Mr. Silas P. Edwards.

"THE FRIEND" SENT ABROAD.

OUR LIST OF FOREIGN SUBSCRIBERS has been increasing for several years, and is now larger than ever before. We should rejoice to have it become so large that the *Friend* might become a self-supporting paper, and the necessity removed of calling for donations. When that time arrives, our patrons may be sure they will not find us appealing for funds.

The *Friend* will be sent to any part of the United States, and the Hawaiian and United States postage prepaid, or included, for \$2 50.

Any sailor subscribing for the paper to forward to his friends, will receive a bound volume for the last year gratis.

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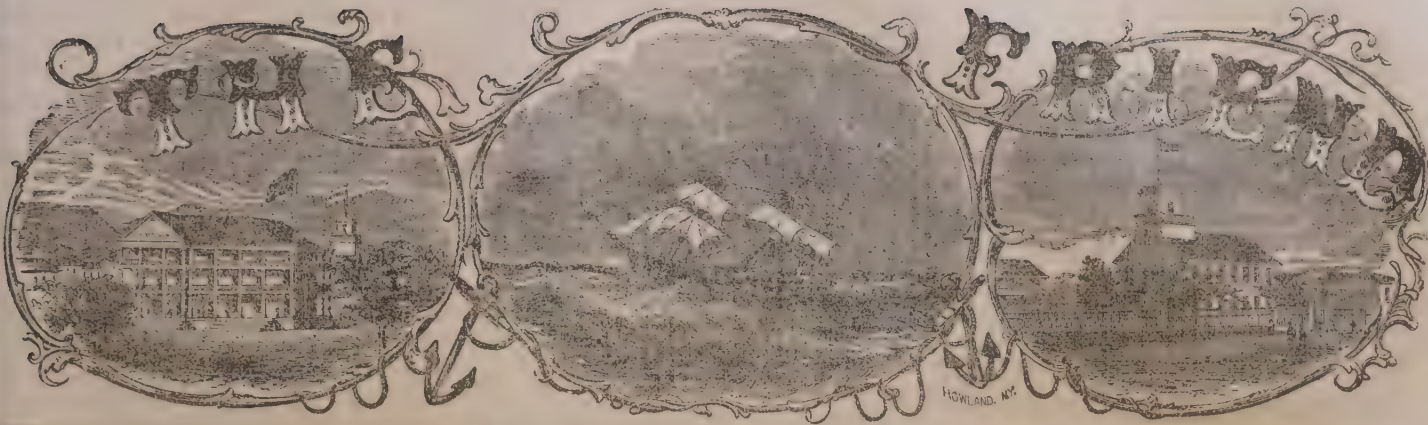
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THE FRIEND.

APRIL 1, 1858.

J. J. Jarves, as an Author.

When an author has acquired a world-wide fame, the intimation that he is about to publish a new book quickens the pulse of the reading public, and refreshes the jaded spirits of editors and reviewers. How glad some the report that Prescott, Macaulay or Irving has another volume ready for the press. Writers of less fame are accounted public benefactors, and their writings are greeted with delight. James Jackson Jarves has acquired a literary reputation that gives him a standing among the best and most vigorous writers of the day. Even European critics have quite lavishly extolled some of his works, but especially his *History* and *Art Hints*. Multitudes in America regarded him with honest pride as contributing to the literary reputation of their country. Although not always subscribing to all his sentiments, yet we have been among his admirers. In vigor and style, he has but few superiors among American writers. No editor, in this part of the world, ever penned more condensed, pithy and thought-burdened paragraphs, than appeared in the earlier volumes of the *Polynesian*. Morality and Christianity had no reason to complain of the treatment of his pen. The missionaries fared well under his observing eye. But a new chapter has now opened! His readers, his admirers, his friends, and even his enemies, are quite taken by surprise at a new development of his character, as a writer. The reader will of course understand that we now refer to his "Confessions."

In 1856, Mr. Jarves published his "Art Hints," and about that period his "Parisian and Italian Sight" were making their appearance in Harper's Monthly, and have since appeared in book-form. As a work, however, evincing a high order of talent and extensive reading, his "Art Hints" takes precedence of all his other productions. Critics capable of expressing an opinion, have awarded him unqualified praise as one of the ablest writers in the department of the Fine Arts. The general reader, making no pretension to ability for criticisms upon painting and sculpture,

will find his mind impressed with the talent and research displayed in the book. As the English would say, Jarves is a "clever" writer upon the Fine Arts. While thus reposing upon his acquired fame and literary character, and, as his friends and admirers hoped, gathering materials and husbanding strength for a nobler effort, and loftier flight in the sphere of authorship, how bitter the disappointment and deep the mortification experienced, while turning over the pages of his last book, "Confessions of an Enquirer." The very title we find fault with, because it does not convey a correct idea of the book or its author. To employ a term, not seldom met in another of Mr. Jarves' work, (*Art Hints*), we regard the title a *sham*. A sincere enquirer after truth is modest, diffident, distrustful, cautious, humble and serious—but not one of these terms will apply to the author of "Confessions of an Enquirer," who writes in a bold, flippant, dogmatic, self-reliant, and, we are quite sorry to add, a scoffing, sceptical and immodest style. "No sincere mind," says Mr. Jarves in his *Art Hints*, "can find pleasure in shams." We are confident that no sincere mind can find pleasure in this book. The author, in a most trifling and half-sneering style, treats of subjects demanding at least a respectful degree of seriousness. We do not object to a playful and lively style, but it is unpardonable in an author, who, referring to a brother's death, can speak of his being taken off by *croup-express*.

We feel some compunctions about noticing this book at all, and should not, if the author's acquired reputation was not calculated to bolster up and give currency to the semi-infidel sentiments with which this book abounds. The writer's bold, vigorous, and out-spoken style, does not allow him to deal out his skeptical ideas in homoeopathic and sugared doses. No one but a skeptic could ever write as Jarves does respecting Heaven, Hell, God, the Devil, and kindred subjects. What, says one, is Mr. Jarves to be classed among skeptical writers? Yes, if Jean Jacques Rousseau belongs to that class, and we do not imagine any well-informed person will class him elsewhere. But Mr. Jarves has written many things even in his "Confessions" which indicate that he believes in Divine Revelation—and so did Rousseau in his "Confessions" write many things in praise of Christianity and its Divine Founder. No Christian writer of modern times has written a more splendid eulogium upon Jesus Christ than this very sceptic Rousseau! The truth is, throughout the book of Jarves, now under consideration, there runs a deep under current of scepticism that, not unfrequently, rises to the surface. We have heard one thoughtful and intelligent reader pronounce one third of the book infidel, another third Christian, and the remainder indifferent.

It is with no ordinary feeling of sadness, that the conviction has been forced upon our mind by the reading of this last book of Mr. Jarves, that he has swerved from the position which he maintained through nearly twenty years of authorship. How it was possible for a son, a husband, a father, a man, and more than all, a professed believer in Divine revelation, to pen such passages as are profusely scattered over the pages of this book, is somewhat mysterious. We have tried to view men and principles through Jarves' spectacles, in order to do him justice. No one can read character and principles with more accuracy than Jarves. He has expressed an idea in his *Art Hints*, which will tend, if followed out, to solve the mystery of his present position. "So far as my own observation extends," remarks Mr. Jarves, respecting American artists, "only the best minds can go through their ordeal of show, fashion and mannerism, unscathed. Weaker intellects lose the freshness, energy and pure tastes which were their attributes in America, and adopting the degeneracy of European Art, become crude imitators of academic styles, and plagiarists of olden thought." (Page 307.) Substitute Authors for Artists, and the mystery is solved. Has not James Jackson Jarves shown himself to be one of the "weaker intellects"? His long residence in Europe, while it has enabled him to depict Parisian and Italian sights, as seen through American spectacles, has evidently destroyed the "freshness, energy and pure tastes which were his attributes" in the earlier years of his authorship. He might not be willing to confess the fact, but will not truth sustain the assertion that James Jackson Jarves has become the crude imitator of Jean Jacques Rousseau, and a plagiarist of Sterne? Our limits will not allow us to extend remarks, or trace the comparison, which might readily be done. We perhaps owe our readers an apology for occupying so much space with remarks upon Mr. Jarves as an author, but we take shelter under our previous admiration for his pen, and our present grief that it should be devoted to an unworthy use. In his fame we gloried, but of his infamy we are ashamed; for to publish such a book, after having acquired a reputation so truly enviable, is unpardonable in an author. All the clever things he may have published, and friendly words uttered, in favor of truth and virtue, cannot atone for the opposite statements set forth in this volume.

Any persons having newspapers, books and pamphlets, which they are willing to furnish for gratuitous distribution, will please send them to the "Sailors' Home."

We would acknowledge papers furnished by Captain Paty, of the *Fanny Major*.

[Correspondence of the Friend.]

The Flora of Ponape, or Ascension Island.

BY L. H. GULICK, M. D.

Ponape is clothed with vegetation from its highest peaks quite into the ocean, and so dense is it that a passing vessel can scarcely discern a house of the hundreds that are scattered along its whole circumference; and but for the smoke of domestic fires, and the canoes gliding with magic sail and paddle within the encircling reef, the island might readily be thought uninhabited. The whole island is but an uninterrupted forest, with the exception of a few spots on the leeward slopes that are covered with a short coarse grass, whose green is of quite a yellow cast, and contrasts strongly with the intensely deep (almost black) green of the surrounding thickets. These grassy areas embrace from three or four to fifty or a hundred acres.

The growths of heavy timber are by no means confined to the dry land, but extend far out into the coral flats, wherever alluvial deposits are lodged, there forming most extensive mangrove swamps, in which are found several kinds of trees, but principally varieties of the *Rhizophora*. These marine trees are themselves active agents in promoting the accumulation of alluvium, their numerous adventitious roots most conservatively detaining the mobile particles. The area of these swamps is yearly extending, the intervening spaces between different patches, that form so many creek-like passages, being continually lessened, and the outer coral flats becoming more and more green, particularly since the desolations by smallpox in 1854, since which fishing parties have much less actively tramped the flats to the prejudice of the rapidly germinating mangrove.

The luxury of vegetation gives a peculiar softness to the scenery of this otherwise rugged island. But the dead uniformity of its unbroken, sultry, green, must, I think, detract much from its romantic beauty as compared with many tropic islands. Nor does the uniformity pertain only to color; even the circumstances of varying height and form are apparently denied to the different tribes of trees, so completely does the mantling canopy of vines bind tree to tree, bridge every slight hiatus, and blend every peculiarity in one gently undulating flood. With the exception of two or three varieties of palms, that occasionally skirt the shore like the cocoanut, or stand in princely distinctness like the sago, the eye vainly seeks for something in form or altitude to relieve the luxurious scene.

The poetic mind, the botanic eye, and the practiced pen of a George Forster, a Darwin or a Humboldt, are needed to give a spirited

and complete report of our island's flora. All that is possible for the present writer is to enumerate the edible plants.

There are several representatives of the *taro* family, (Aroidæ.) Some of them in the damp forests, run up to the height of trees, and send out branches and may be climbed. The stems, or rather aerial portions of the root, of these that the natives name *ot*, but whose scientific designation I cannot determine, make a very palatable and nutritious food, especially in times of famine. Several varieties of the common *taro* (*arum esculentum*) grow wild, and are occasionally eaten, but are of an inferior quality.

The natives distinguish no less than six varieties of *sugarcane* (*saccharum*). These are distinguished by the color of their cuticle, which is an index to the various degrees of compactness, juiciness and sweetness of the interior. One variety, of a light yellow, I have been informed by an intelligent native of the Isle of France, is the same kind that makes the best sugar on that island.

The genus *pandanus* is represented by at least two varieties. It is possible they should both be denominated *pandanus odoratissimus*, for it is true that the fruit, if not the male flowers, are very pleasingly fragrant. I should prefer however to name one of them *pandanus esculentum*. On this island, as on all the low islands of at least Eastern Micronesia, (which comprises the Kingsmill and Marshall Islands) the female spadices are highly esteemed, and even carefully preserved, as important articles of food. A large portion of each drupe is pulpy and sweet, and no doubt highly nutritious, and, to one accustomed to them, certainly quite as palatable as sugarcane. No one having visited Micronesia would remark of the pandanaceæ: "It can scarcely be said that the plants of this order are of any known use to man, except as furnishing, in common with many others, a good material for thatching." This variety of the *pandanus odoratissimus*, which I term *pandanus esculentum*, grows alone on the sandy atolls. The leaves of both varieties, but particularly the upland, are used on this island for the construction of curiously plaited mats.

The *yam* (*dioscorea*) is extensively cultivated. There are several indigenous varieties, some of which grow wild and are but very indifferent eating, while others are cultivated and are the finest of esculents. A number of varieties of *yam* now found on the island are spoken of as foreign. The most of them have been introduced since ships began to visit the island, though some were brought from other groups of Micronesia by straying companies in their ship-like canoes.

The natives distinguish eight or ten varie-

ties of *cocoanut* (*cocos nucifera*), depending on the character of the nut. The inside husk of one variety is considered sweet and edible by the natives, for which it is more valued than for the contained water and meat. The cocoanut thrives wherever planted on this island, though the most usual localities here, as elsewhere, are along the shores and on the coral islets.

The leaves of what I think must be a species of the sago (*sagus*) are used for thatching. It usually seeks quite moist localities. It stands perfectly erect and spreads its magnificent tuft at the maximum of perhaps 75 feet. The surface of its fruit is broken into lozenge-shaped spaces which are so arranged as to remind one of scale armor. From a slight experiment, it seems probable that sago can be procured from it.

A plant very nearly allied to the *betel-nut tree* (*areca catechu*), if it be not indeed the genuine plant, is occasionally to be seen. The natives frequently chew the unprepared root, but never combine it with lime and betel leaves, as in the East Indies, and as even on an island so near as Yap.

A species of *arrowroot* (*tacca*) is scattered plentifully about the island, and might be made a comparatively considerable article of export. It is peculiarly abundant on the Ant Group.

The genus *ginger* (*zingibar*) has at least one representative here. Its root-stocks have much of the aromatic property peculiar to the genus, and are used by native practitioners for cataplasms.

Of the *banana* (*musa*) there are many varieties—neither Malabar nor Sumatra can boast of more—fifteen or twenty may be mentioned. The general remarks will readily hold that their fruits are not of the most delicate kinds, though the most of them can be in various ways so prepared as to be very palatable and important articles of diet, and at least two varieties will hold their place among the most luxurious of tropic fruits—specimens of the veritable *musa paradisiaca*! I cannot certainly determine whether we have the particular plant of the Philippine Islands named *musa textiles*, but it is interesting that several varieties here found produce a fibre that cannot be distinguished from the Manila hemp. The natives have, from time immemorial, known how to prepare and variously dye this fibre, which they weave into very tasteful and durable belts, that the men wear bound about the body just over the umbelical region, above their cocoanut skirt. One variety, of which little care is taken, produces but abortive fruit, yet compensates for its sterility by furnishing what the natives deem an edible stem, quite tender and sweet, and slightly nutritious.

At least one variety of the *laurals* (*lawra-cæ*) is found here. It must, from its sensi-

ble properties, be a species of *sassafras*, but I have no means of determining its specific designation. Considerable quantities of the bark of its stem have at different times been taken by traders to the Hongkong market.

The *ava* (piper methysticum) grows luxuriantly, and is most assiduously cultivated. It sometimes runs up to the height of fifteen or twenty feet. The natives distinguish two varieties—one having a dark green stem, spotted black, the other a very light green bark, even yellowish. I think both kinds are palpably less acrid and actively narcotic than the piper methysticum of Eastern Polynesia. The natives make most extravagant use of it as a narcotic beverage. The roots are pulverized, water added, and the juice expressed through fibres of the *hibiscus* bark. Some chiefs drink quarts of this daily, yet the only results are a temporary drowsiness that passes away after a doze of an hour or two, a diminished appetite, and sometimes a slight nausea and gentle retching. Nothing is ever seen of the peculiar desquamating effect upon the cuticle reported as the result of *ava*-drinking on the Hawaiian Islands. I conceive that the peculiar narcotic principle of the plant may be less concentrated in this humid climate, than in the drier regions of the Pacific.

The *breadfruit* (artocarpus) is the great fruit-producing genus to the inhabitants of Ponape. Without it they would starve, or be reduced to the dire necessity of slight labor for their sustenance; with it, no lords of creation are more independent. It forms most extensive groves, even forests. It is cultivated with all the care it requires, and also grows wild over every portion of the island. The months of the northern summer are those during which the great harvest is gathered. There is another slighter crop in the winter or trade-wind season; and scattering trees may be found bearing during every month of the year. The crop is somewhat uncertain. The same trees seldom bear well two successive seasons, and an excess of moisture as well as drought most sensibly affects it. I think the native classification of the different kinds of breadfruit very interesting. They distinguish three principal divisions, which may perhaps be termed species, principally, though not exclusively, based on the character of the fruit—a classification which I cannot but think more philosophical than that depending on the very accidental condition of integrity or incision of the leaf. 1. The *mai mat*—that which is commonly called the jackfruit. The leaves of some varieties are deeply lobed, while others are not at all. The fruit is rough and very irregularly oval, and produces large seeds. Its peculiar characteristic is that, when ripe, the fruit is eaten raw. 2. The *mai'n jarak*. The leaves of the greater number of varieties of this species are deeply

incised, while some are most emphatically *integrifolia*. One variety alone produces seeds. The principal characteristic of this species is the roughness of the fruit, occasioned by the pointing of the coherent sepals of each floweret. The number of distinguishable varieties of the *mai'n jarak* is astonishing. I have the names of over fifty. 3. *Mai'n wia*. Its leaves are both lacerated and perfect. The foliage and bark are less hirsute, and of a slightly lighter green than those of the *mai'n jarak*. In the fruit of the *mai'n iwa* the flowerets are more closely blended, both interiorly and exteriorly, than in either of the other species. From this results an extreme smoothness of the rind, and a compactness of the fruit even to the very interior fibrous stem of the spike, that are characteristics markedly different from the fruit of the *mai'n jarak*, where each floweret is not only distinct at its free extreme on the surface of the fruit, but also again at its base about the interior stem; and most especially different from the *mai mat*, where the degree of adhesion between the flowerets is at its minimum, there being scarce sufficient agglutination to connect the flowerets of a spadix into one fruit.

The *mango* has one representative, in a tree that bears a fruit certainly not unpalatable on an island so destitute of tart fruits, but which is quite fibrous and not to be compared to the *mango Indica*.

One variety of the *orange* grows wild. It bears a fruit two and a half inches in diameter, which no one will be liable to confound with the *pomme d'Adam*. Its rind is thick, quite aromatic when ripe, and very bitter. The interior is coarse, dry and somewhat bitter and sour. I know not whether it be best designated as a *citrus aurantium*, or *citrus bigaradia*.

Micronesia calls for Laymen!

MR. EDITOR:—I rejoiced to see in your last issue a letter which "touches upon a subject of vital importance to the missionary enterprise," namely: "whether laymen may not go forth and essentially promote the missionary cause?"

Are there not in the church at least one thousand laymen to every minister; and, if so, how infinitely important that this large proportion of the church be enlisted in accomplishing the great work which the church has to accomplish—the evangelization of the world.

While midnight darkness enshrouds the greater portion of the human race, can no way be devised whereby thousands of devoted laymen may assist directly in dispelling this darkness. Must this work be committed to a few ministers? Was it so in the time of the Apostles, or need it be so now?

A full and free discussion of this subject

would throw much light upon it. I, for one, hope that the church will give it a most thorough examination—that her newspapers will be free to publish on both sides, and that those who have thoughts upon the subject, and feel an interest in it, will give their thoughts and feelings to the public.

It will, perhaps, add interest in the minds of some to the following thoughts of Mr. Snow upon this subject, to know that they form a portion of the same letter, in which he gives that most touching account of the arrival of Dr. Pierson, to be found in the Oct. number of the *Herald*, 1856.

STRONG'S ISLAND, Oct., 1855.

BROTHER CLARK:—* * * * *

A thought as to American laborers. It can be seen at once that our field is a peculiar one. The idea of getting ordained missionaries for any considerable portion of Micronesia, when the whole heathen world is calling so loudly for laborers, is quite out of the question. Not that there are not, and may not, be young men enough who would as soon come to Micronesia as any other portion of the heathen world; and perhaps sooner. But the question arises, can the church afford to use so much of that kind of help upon these small islands, when another, and so to speak, reserved force might be called in who could labor with equal efficiency and, perhaps, more success. I refer to something like the colporteur, and yet no colporteur about it. If I am not mistaken, there may be found in our churches at home many a young man upon the farm, in the shop, behind the counter, and at his trade who have not had, and would not be likely to get, a liberal education, yet in whose heart the love of Christ and the love for souls is like a glowing fire, and would leap for joy at the prospect of a way being opened for him to tell of Christ to the benighted in heathen lands. Now could we have some such young men, with good wives, to plant upon some of these thousand islands, as the Lord shall open them to us and give us means to get at them, they would be just the laborers needed—and could labor as well, and, perhaps, better than any other class of men. For, if I mistake not, we shall find such a diversity of language that it will be almost impossible to get anything like a system of instruction and uniformity of book-making as has been at other island missions. So if the Gospel is received at all, it must come from the living voice. And that living voice must be in a language which the natives can understand. Now if the hundreds of abandoned men about upon these islands can get the language as they do, and accomplish their vile purposes, why may not the Christian young man, with his faithful and devoted wife, deny themselves, labor for God and the perishing, in gathering the souls of these poor heathen into eternal life? This is not the thought of a moment with me, but has been growing in interest and importance in my mind and heart as one of real utility, and may become an urgent necessity, if it is not that already.

In case Dr. P. leaves for the Mulgraves in a year or two, how invaluable would a lay brother and sister be to him. I can under-

stand how invaluable such companions would be, from the experience of three long years upon this dear island.

You can easily see how my own situation would be changed from what it has been by such an accession to our religious civilized community, and to our own working body. A good school-teacher would be next to a doctor to us here. And if Dr. P. goes I fear we shall look long before we shall see his place filled. Yet, if God calls him, as I have said, we cheerfully yield him.

If we become scattered upon these different and widely separated islands, unless some such plan is in operation, it will be impossible for any of us to leave our posts for General Meeting, further exploration, or anything of the sort. Even here, upon Strong's Island, I should not feel safe to leave my effects to go to Ascension without putting them under the care of some faithful white man, or foreigner. And you know that class of man is not easily obtained on these islands. Though I think we have some of them with us.

I spoke of this plan to Capt. Handy, who knows natives and native character very intimately. It seemed to commend itself at once to his approval. Dr. P. also gives very decided approval of such an arrangement. He thinks it will open a way for carrying on our work among these islands with much greater rapidity, and far greater extent, than we could reasonably hope for, from any other view of getting laborers.

I sincerely hope the thoughts will not be dismissed without serious reflection and prayerful consideration.

* * * * *

Your brother in the Gospel,
B. G. SNOW.

VILLAINOUS LIQUOR.—A great sensation has been caused at Oporto by the discovery of extensive frauds in the wine trade. It appears that mixtures to represent port wine are manufactured in England and Hamburg, and sent out in ships to Oporto, where, by means of falsified certificates, the mixtures are imported into England as port wine. About 3000 pipes of these mixtures are now in London. Ten pipes of the mixtures have been seized by the customs at Oporto, on board a ship from England. The mixture has been tested, and found to be a composition of bad alcohol, molasses and essence of tar.

During the war in the Crimea, Louis Napoleon presented each of his soldiers—most of them Roman Catholics—in the East with a copy of the Diamond Edition of the New Testament, published in London, in the French language, by the British and Foreign Bible Society.—*London Jewish Herald, for January, 1855.*

Discontent is a sin that is its own punishment, and makes men torment themselves; it makes the spirit sad, the body sick, and all enjoyment sour; it arises not from the condition, but from the mind.

He that cannot forgive others, breaks the bridge over which he cannot pass himself, for every man has need to be forgiven.

THE FRIEND.

APRIL 1, 1858.

ANCIENT NAVIGATION :

Africa circumnavigated 600 years before Christ ; or, 2000 years before America was discovered.

In these days of steam and clipper-sailing vessels, when the circumnavigation of the globe is a common occurrence, it is interesting to trace the history of navigation from those early ages when vessels came to anchor every night, and the cautious mariner never lost sight of land. The traditionary rumor has been handed down from the days of Herodotus, who has been styled by Cicero, the "Father of History," that Africa had been circumnavigated about 600 years before the Christian era. Herodotus flourished in the fifth or sixth century before Christ. He asserts that "the whole of Lybia (Africa) is surrounded by the sea, except in that particular part which is contiguous to Asia." (Book iv : 42). The reference is here made to the Isthmus of Suez. He then states that the person who proved this fact was Necho, king of Egypt. The passage in Herodotus describing this remarkable event in ancient navigation, is the following :

"When he (Necho) had desisted from his attempt to join, by canal, the Nile with the Arabian Gulf, he despatched some vessels under the Phœnicians, with directions to pass by the columns of Hercules, and after penetrating the Northern ocean to return to Egypt. These Phœnicians, taking their course from the Red Sea, entered the Southern ocean; on the approach of autumn they landed in Lybia and planted some corn in the place where they happened to find themselves; when this was ripe and they had cut it down, they again departed. Having thus consumed two years, they, in the third, doubled the columns of Hercules (Straits of Gibraltar) and returned to Egypt."

Thus it would appear that these Phœnicians, the Yankees of ancient times, instead of sailing out of the Straits of Gibraltar and down the western coast of Africa, (thus pursuing the route taken by the distinguished Portuguese navigator, Vasquez de Gama, in 1497, who has the honor of first doubling the Cape of Good Hope) started from some port in the Red Sea, and sailed around the Cape from east to west, returning through the Straits of Gibraltar.

Herodotus remarks upon this Phœnician sailor *yarn*, as follows :

"Their relation may obtain attention from others, but to me it seems incredible; for they affirmed that, having sailed round Lybia, they had the sun on their right hand."

If the reader will reflect a moment, it will immediately appear that the circumstances which appeared incredible to Herodotus, is the simple fact which establishes the whole affair as matter of real history, and not the

mere story of a Phœnician sailor. In sailing down the Red Sea and through the Mozambique channel, the sun would rise on the left, but, after doubling the Cape, they would have the sun upon their right. Perhaps a better interpretation of the language of Herodotus would be that, to the ancients living in the northern hemisphere when facing the east, the sun would always be on their right to the southward, but when the Phœnician mariners were south of the Line, in the southern hemisphere, the sun would still be on their right, although they faced the westward.

A modern historian, Grote, of wonderful research and great authority among scholars, warmly advocates the idea that Africa was circumnavigated by the ancient Phœnician mariners. He remarks, as follows :

"There seems good reason for sharing his (Herodotus') belief, although several able critics reject the tale as incredible. The Phœnicians were daring masters of coast navigation, and in going round Africa they had never to lose sight of land; we may presume their vessels were amply stored, so that they could take their own time, and lay by in bad weather; we may also take for granted that the reward, consequent upon success, was considerable. For any other mariners then existing, indeed, the undertaking might have been too hard, but it was not for them, and that was the reason why Necho chose them." —Grote, vol. 111, page 284.

We would merely add, that this King Necho is supposed to be the Pharaoh-Necho, referred to in various passages of the 2d book of the Kings of Israel and Judah.

Do Not Expect too Much, and You Will Not be Disappointed.

Almost, daily do we meet persons whose minds are full of wrong opinions and foolish prejudices, because they expected too much. Persons arriving here, fresh from Old or New England, bringing with them their own standard of civilization, refinement and Christianity feel sadly disappointed when they look around them and contemplate the striking contrasts which everywhere abound between scenes in Polynesia and other parts of the world. After a few months' residence and more extensive observation, they learn to take juster views and form more correct opinions. Some months since, we met Mrs. —, wife of Captain —, from —, Massachusetts. On arriving at the Sandwich Islands, she expressed herself as sadly disappointed. The missionary enterprise was not what she had supposed. The natives were not what the missionaries had represented in the *Herald*. We heard her expressions of disappointment, but having listened to so many who harped upon a similar chord, our nerves were not greatly shocked, or mind quite thrown off its balance. We inwardly reasoned, it is not strange that persons should feel disappointed, if they have expected too

much; and so the matter was forgotten. The ship — sailed for a cruise in the South Pacific, and on its return touched at the Marquesas. There our good lady friend found a state of things so much worse than at the Sandwich Islands, that she was willing to conclude, well, after all, this missionary enterprise is not exactly a failure. At Marquesas she saw some of Melville's interesting sons and daughters of nature, uncontaminated by missionary training! There she saw a few Sandwich Island missionaries, toiling and praying to evangelize those who were ready, if possible, to steal anything they could lay their hands upon, when they visited her husband's ship, and, alas! they were but too successful, for they even stole a bound volume of the *Friend*! Among the visitors there was one Natua, a convert, whose character beautifully and strangely contrasted with that of his fellow islanders. He was invited to sit at the cabin table, but no food would he eat until, like the Divine Master, a blessing was implored. The following is the exact English phraseology that the converted Marquesan employed, and being among those speaking English, the poor man did his best to address God in the language once spoken by Milton and Bacon:

"O Great Fadder! got no fadder, got no modder, got no brodder, got no sister;—make first the sea, make first the dry land, make first the moon and stars, make first the trees, then He make man; and now, Great Fadder, give man his belly full. Amen!"

We wrote down the foregoing just as repeated to us by the lady, who was quite willing to acknowledge that the missionary cause had done good. Reader, do not expect too much, and the reality will not disappoint reasonable expectations.

☞ Most truly we regret that, in consequence of ill health, Prof. G. E. Beckwith has been compelled to resign his office in Oahu College. His success and ability as a teacher, combined with his peculiarly winning address among his pupils, have secured for him a truly enviable reputation. Should his health ever permit, he would be most cordially welcomed again in the institution. It is hoped his place will soon be supplied by a competent successor.

THE "MORNING STAR."—This vessel sailed for the Marquesas on Tuesday morning, March 16, under command of Capt. Johnson, who came from Boston 2d mate, but had been promoted to be mate of the vessel. The Rev. Mr. Bicknell and three Hawaiian missionaries took passage, beside the Rev. A. Bishop who went as delegate of the Hawaiian Missionary Society.

☞ A letter from Capt. Cox reports the *Magnolia* at Aitutaki Jan. 5, recruiting, and bound homeward via Cape Horn.

Chapter of Disasters.

WRECK OF THE "NORTH STAR."—This vessel, belonging to New London, and commanded by Capt. Fisk, 5 1-2 months out, was wrecked on Bedoubt Island, on the north coast of New Holland, 12th of July, 1857. The island lies in E. long. 119° 30', S. lat. 19°, but was not properly laid down upon the chart. It is a low, solitary and uninhabited island, about 40 miles from the main land, not exceeding one-and-a-half miles in circumference. The wreck took place in the night, but all hands were saved. The following day Mr. Pratt, 1st officer, went in search of the *Vesper*, 90 miles off, at Turtle Island. The *Vesper* took off 840 barrels from the wreck of the *North Star*, having on board, when she was wrecked, 1060 brls., which had been taken about Desolation Island. The *North Star* became a total wreck. Capt. Fisk and his wife went to the Isle of France, and proceeded thence to the United States via Europe. The crew of the *North Star* shipped at the Isle of France on board the *H. H. Crapo*, which was subsequently captured off Cape of Good Hope; Capt. Baker and one Sandwich Island native only were picked up, at the expiration of fifty-six hours, by the steamship *England*, and taken to the Cape of Good Hope. Nothing has been heard from any others of the crew of the *H. H. Crapo*.

Mr. Pratt, who reports the above, went from New Zealand to Tahiti, and came from thence passenger on board bark *Cavalier*, of Greenport. Mr. Benj. Williams, 2d mate, and Andrew Disten, 3d mate, of the *N. S.*, shipped as officers on board the *Cavalier*. The 4th officer, Mr. Richard Wilcox, has since been lost while fast to a whale off the coast of Madagascar.

MARQUESAS ISLANDS.—From Captains Murdock, of the *Nassau*, and Lawrence, of the *Addison*, late intelligence has been received from the Hawaiian Missionaries, who were all well as late as the 4th of March. They were anxiously awaiting the return of the *Morning Star*. The missionaries refer in the most grateful manner, in their letters, to the kind attentions received from these shipmasters, and in turn, the shipmasters speak well of the Hawaiian missionaries. Capt. Murdock says that he employed a missionary Marquesan to prevent articles from being stolen from his ship, and lost nothing!

DARING ROBBERY.—Discovery was made this morning, Monday, March 29, that the Custom House, in Honolulu, had been robbed of nearly \$10,000. As yet no trace has been found out by whom the daring theft was made. Circumstances indicate that it must have been done by persons fully acquainted with the premises.

☞ The late passage of the *Excel*, from Kauai to Honolulu, having been out thirteen days, shows the danger of inter-island navigation. Our schooners are navigated in the same manner as were the vessels of the ancients, while out of sight of land all is doubt and uncertainty. The *Excel*, when she fell in with the brig *Victoria*, was bound direct for the coast of California! We have been not a little amused with the sage remark of the Governor of Kauai, who was on board the *Excel*. When asked his opinion, he sagely remarked, "we have made a mistake that is certain, now let us go back to Kauai!"

THE "WINSLOW."—We regret to announce the loss of this whaleship on the night of the 18th of March. She was standing off and on, and is reported to have struck upon the reef about 8 o'clock in the evening. The day previous she was reported as leaking, and a survey was called. She has become a total wreck, and been sold for \$600. The wreck occurred near the spot where the *Charles Drew* was lost some years ago.

THE "YOUNG HERO."—This vessel was burnt at Lahaina on Sunday night, March 14th. She was about two-and-a-half years from home, having taken between 300 and 400 barrels. The vessel was nearly new, and reported to have been in good condition, although not successful on the present voyage. On getting under way the day previous, she run into a French ship and sustained considerable damage.

PITCAIRN'S ISLAND.—Capt. Diman reports that he recently landed upon the island, and found it entirely deserted of human beings. Goats and fowls, left by the Pitcairners on their departure, were running wild. Houses were going to decay, and gardens were grown over with weeds.

☞ Some of those persons mutilated by the Sepoys of India, have arrived in England, among them a child, destitute of hands and feet, and another with tongue cut out; others, mutilated in a manner too shocking to relate. Such instances of brutality will take away every symptom of sympathy in behalf of the mutineers, throughout the civilized world.

AMBROTYPES.—Mr. Howland, over the *Advertiser* printing office, is now taking admirable ambrotype likenesses. He has recently received chemicals which work in the highest degree satisfactorily. His cases and fixtures are in the very best style.

SUBSCRIPTIONS.—For the Seamen's Chapel, (seats free,) supported by gratuitous contributions; and the *Friend*, one thousand copies of which are distributed gratuitously among seamen in the Pacific Ocean:

| | Chapel. | Friend. |
|--|---------|---------|
| Capt. Jeffries, <i>Dover</i> , | \$3 00 | \$3 00 |
| Capt. Drew, <i>Frances Henrietta</i> , | 7 50 | 7 50 |
| Capt. Murdock, <i>Nassau</i> , | | 10 00 |
| Capt. Marston, | | 2 00 |

CAMPBELL'S RESIDENCE ON OAHU,
1809-1810.

CHAPTER X.

(Continued.)

They have a tradition of a general deluge. According to their account, the sea once overflowed the whole world, except Mouna Kaa, in Owhyhee, and swept away all the inhabitants but one pair, who saved themselves on that mountain, and are the parents of the present race of mankind.

Their morais, or places of worship, consist of one large house or temple, with some smaller ones round it, in which are the images of their inferior gods. The tabooed, or consecrated precincts, are marked out by four square posts, which stand thirty or forty yards from the building. In the inside of the principal house there is a screen or curtain of white cloth, hung across one end, within which the image of Etoah is placed. When sacrifices are offered, the priests and chiefs enter occasionally within this space, going in at one side and out at the other. Although present on one occasion, I did not enter this recess, partly because I was doubtful of the propriety of doing so, and also on account of the difficulty I had in moving myself, and the risk of getting my wounds injured among the crowd.

On the outside are placed several images made of wood, as ugly as can be well imagined, having their mouths all stuck round with dog's teeth.

Their holidays took place about four times a month, and the ceremonies lasted from sunset, on the day preceding, to sunrise on the following day; during which no person was permitted to pass the bounds of the morai. This time was spent in prayer, in sacrificing pigs, in eating the sacrifices, and in conversation. I attended only once, and was not, at that time, sufficiently master of the language to understand the purport of the prayers.

The priest continued nearly three hours, in a very solemn manner, during which the most profound silence was observed; indeed, the smallest noise of any kind, either within the morai or in the neighbourhood, would have been a proof that the deity was offended, and the prayer must have ceased; a proclamation was, therefore, made by the public order, whenever the king entered the morai, ordering every animal near it to be confined, otherwise they should be seized and offered up as sacrifices. Those present stood with their arms extended towards heaven for about three-quarters of an hour at the beginning of the prayer, and the same length of time at its conclusion. I was not required to perform this part of the ceremony.

The number present did not exceed forty, and were all of the higher rank. Women were not permitted to attend on these occasions.

Human sacrifices are offered upon their going to war; but nothing of the kind took place during my stay; unless in the case already mentioned, of the man punished for breaking the taboo, and whose body was exposed before the idol.

During the period called Macaheite, which lasts a whole month, and takes place in November, the priests are employed in collecting

the taxes, which are paid by the chiefs in proportion to the extent of their territories; they consist of mats, feathers, and the produce of the country. The people celebrate this festival by dancing, wrestling, and other amusements.

The king remains in the morai for the whole period; before entering it, a singular ceremony takes place. He is obliged to stand till three spears are darted at him. He must catch the first with his hand, and with it ward off the other two. This is not a mere formality. The spear is thrown with the utmost force, and should the king lose his life, there is no help for it.

At the Macaheite, which happened when I was on the island, the eldest son of Tamaah-maah, a youth about fifteen, was invested with royal honours, and entitled to the same marks of respect as his father. What share he had in the government I did not learn; but I observed no alteration in the exercise of the king's authority.

The houses of the natives are of the simplest form; they are oblong, with very low side-walls, and high-thatched roofs; within, they are not divided into separate apartments, nor have they any tables or seats.

It is only by size that the houses of the chiefs are distinguished from those of the lower orders, for the same barn-like shape is universal. They are, however, kept very clean; and their household utensils, consisting of wooden dishes and calabashes, are hung, neatly arranged, upon the walls. While the floors of the meaner houses are bare, except the place for sleeping, where a few mats are spread, those of the higher orders are entirely covered over with mats, many of which are worked with great elegance into different patterns. At one end, a platform raised about three feet from the ground, which extends the whole breadth of the apartment, is spread with a layer of rushes, and covered with mats. This forms the sleeping place for the upper part of the family; the attendants sleep at the opposite end.

As the two sexes never eat together, the chiefs have always a separate eating-house, and even the lower ranks have one to every six or seven families for the men. The women take their food in the same houses in which they sleep.

Few of the houses, except the largest, have any windows; the light being admitted by the door, which is seldom closed. The dwellings of the upper ranks are generally surrounded by a paling. In all of them the utmost attention to cleanliness prevails.

Their mode of cooking has been often described. Poey, or taro-pudding, which is the principal food of all the ranks, is prepared by baking the root in a pit with hot stones, upon which water is poured. It is afterwards scraped, mashed, and mixed with cold water. When newly made, it is not unpalatable, but it soon turns sour.

Fish are often eaten raw, seasoned with salt water. When cooked, they are either done in their usual manner, under ground, or broiled, by putting them, wrapt in leaves, upon the fire. When the leaves are burnt, they consider them ready.

They preserve pork by taking out the bones, and rubbing it well with salt; after which it is made up in rolls, and dried.

They frequently eat with their pork a kind of pudding made of taro-root, which is previously cut in slices, and dried in the sun; it keeps a great length of time, and is a good substitute for bread. In this state it is preferred by the white people. The natives preserve it for taking to sea, by mashing and forming it into a solid paste, when it is wrapped in leaves, and will keep fresh for five or six weeks.

The sugar-cane, which they chew, is also a general article of food.

Instead of candles, the tootooe-nut is used, which being of an oily nature, yields a considerable quantity of light. It grows upon a small tree, and is about the size of a horse-chestnut. When pulled, they are thrown into water, and those that sink are reckoned sound; they are then baked under ground, and their shells broken off, in which state they are kept till required. When used as candles, they string twenty or thirty upon a slit of bamboo, each of which will burn five or six minutes; but they require constant trimming, and it is necessary to reverse the torch whenever a nut is consumed, that the one under it may catch fire. It must, therefore, be held by a person whose business it is to keep it always in order.

This nut, when pressed, yields an oil well adapted for mixing with paint. The black color by which their canoes are painted, is produced by burning the nuts after they are pressed, and the cinders of the torches, which are carefully preserved for the purpose; these are reduced to powder, and mixed with oil.

Ava, with which the natives were formerly wont to intoxicate themselves, is now giving way to the use of ardent spirits. I never saw it used except as a medicine to prevent copulency, and is said to be an effectual remedy. It causes a white scurf to strike out upon the skin, somewhat like the dry scurvy.

The spirit distilled from the tee-root now usurps its place, and I fear the consequences will be still more pernicious.

That plant grows wild in the upper part of the country, and varies from the size of a carrot to that of a man's thigh. It is put into a pit, amongst heated stones, and covered with plantain and taro leaves, through these a small hole is made, and water poured in; after which the hole is closed up again, and allowed to remain twenty-four hours. When the root has undergone this process, the juice tastes as sweet as molasses. It is then taken out, bruised, and put into a canoe to ferment, and in five or six days it is ready for distillation.

Their stills are formed out of iron pots, which they procure from American ships, and which they enlarge to any size, by fixing several tier of calabashes above them, with their bottoms sawed off, and the joints well luted. From the uppermost, a wooden tube connects with a copper cone, round the inside of which is a ring with a pipe to carry off the spirit. The cone is fixed into a hole in the bottom of a tub filled with water, which serves as a condenser.

By this simple apparatus a spirit is produced, called lumi, or rum, and which is by no means harsh or unpalatable. Both whites and natives are unfortunately too much addicted to it. Almost every one of the chiefs has his own still.

[To be continued.]

MARINE JOURNAL.

PORT OF HONOLULU, H. I.

[From the Marine report of the P. C. Advertiser.]

ARRIVALS.

- Feb. 27.—Am wh sh Cincinnati, Williams, off and on, and sailed same day for Ochootsk.
- 28.—Am wh ship Arnolda, Sarvent, fm New Zealand, 1550 wh, 150 sp
- 28.—Am wh ship Jireh Perry, Cannon, fm Hilo.
- March 3.—Am ship Trident, Tabor, off and on from Kawaihae, 29 sp this season.
- 5.—Am wh ship Eliza Adams, Thomas, clean, 5 months from New Bedford.
- 8.—Am wh ship Polar Star, Weeks, from New Zealand.
- 9.—Am merchant ship Eliza & Ella, Lunt, 128³/₄s from Boston.
- 9.—Am wh bark Dover, Jeffries, from Hilo, off and on.
- 9.—Russ-Finish Co's wh sh Turku, Soderblom, 5 mos. from Bremen, clean.
- 9.—Am wh ship Silver Cloud, Coggeshall, off and on.
- 11.—Fr wh ship Jason, Hache, 5 months out, clean.
- 11.—Am wh ship Montauk, French, off and on.
- 11.—Am wh bark Oscar, Saunders, 5 months from Mat-tapoisset, clean.
- 11.—Am wh ship Mary and Susan, Stewart, 7 months fm New Bedford.
- 13.—Fanny, Bodry, fm Lahaina, off and on.
- 13.—Rosseau, Green, fm Lahaina, off and on.
- 13.—Brooklyn, Rose, fm Kealekekua, off and on.
- 14.—Russ-Finish wh ship Grefoe Berg, Enberg, from Bremen, clean.
- 16.—Midas, Tallman, from Hilo, off and on, boiling.
- 16.—Thomas Nye, Holley, from Lahaina, off and on.
- 16.—Massachusetts, Chatfield, fm Hilo, off and on.
- 16.—Japan, Dimon, off and on.
- 16.—Sharon, King, from Lahaina, off and on.
- 16.—Navy, Wood, off and on.
- 17.—Sch Alice, from Koloa.
- 17.—Fr wh ship Napoleon III., Morell, from Lahaina.
- 17.—Am wh ship Saratoga, Slocum, 400 wh, from California Coast.
- 19.—Am wh sh Thos Dickason, Plaskett, from Margarita Bay.
- 19.—Am wh sh Newburyport, Crandall, from Hilo, off and on.
- 19.—Am wh sh Frances Henrietta, Drew, from Hilo, off and on.
- 19.—Am wh sh Euphrates, Heath, off and on.
- 19.—Am wh sh Champion, Coffin, off and on.
- 19.—Am wh bk Gen Pike, Russell, from Lahaina, off and on.
- 19.—Am wh sh Benj Rush, Wyatt, from Lahaina, off and on.
- 19.—Am wh bk Iris, Bolles, from Lahaina, off and on.
- 19.—Am wh sh John Coggeshall, Lambert, off and on.
- 20.—Am wh bk Columbus, Ward, from Margarita Bay.
- 21.—Sch Kamoi, Chadwick, from Lahaina.
- 21.—Am wh sh So. America, Walker, from Gulf of Calif.
- 21.—Am wh sh Addison, Lawrence, off and on.
- 21.—Am wh sh St George, Pease, off and on.
- 21.—Am wh sh L C Richmond, Hathaway, off and on.
- 22.—Brem wh sh Goethe, Austin, from New Zealand.
- 22.—Am wh bk N S Perkins, Kiblen.
- 22.—Am wh sh John & Elizabeth, Lester, from Cal coast.
- 22.—Am wh sh Nassau, Murdock.
- 22.—Am wh sh Neva, Hand, off and on.
- 23.—Am wh sh Benj Tucker, Barber, fm Lah., off and on.
- 23.—Sch Kalama, Hooper, 14 days from San Francisco.
- 23.—Am wh sh Rainbow, Halsey, from Lah., off and on.
- 24.—Am wh bk Black Eagle, Edwards, off and on.
- 24.—Am wh bk Tybee, Freeman, fm Lahaina, off and on.
- 24.—Am wh bk Amazon, Eldridge, off and on.
- 21.—Am wh sh Electra, Brown, fm N Zealand, off and on.
- 24.—Am wh sh Timor, White.
- 24.—Am wh bk Warren, Huntley, from Hilo.
- 24.—Am wh bk Frances Palmer, Green, fm Marg. Bay.
- 25.—Am wh bk Sarah Sireaf, Loper, fm Cal Coast.

DEPARTURES.

- Feb. 27.—Haw bark Schwaber, Ross, for Puget Sound.
- 27.—Am wh ship Caravan, Bragg, for Ochootsk.
- 27.—Am wh bark Italy, Babcock, for Ochootsk.
- 27.—H. I. M.'s brig Alcibiade, Marigny, for San Francisco.
- March 2.—Am wh bk Harmony, Austin, for the Arctic ocean.
- 2.—Haw wh bark Gambia, Merritt, for Ochootsk
- 8.—Hobomok, Marchant, to cruise.
- 8.—Carolina, Harding, to cruise.
- 8.—Hibernia 24, Edwards, to cruise.
- 12.—Oscar, Saunders, for Ochootsk.
- 13.—Lagoda, Willard, to cruise.
- 13.—Hudson, Marston, to cruise.
- 13.—Dover, Jeffrey, to cruise.
- 13.—Atilla, Nokes, to cruise.
- 14.—Rosseau, Green, for the Arctic.
- 15.—Metacom, Hinks, for Ochootsk.
- 16.—Missionary packet Morning Star, Johnson, for Marquesas.
- 16.—Massachusetts, Chatfield, to cruise.
- 16.—Midas, Tallman, to cruise.
- 16.—Fanny, Bodry, to cruise.
- 16.—Hillman, Little, for Ochootsk.
- 16.—Montauk, French, to cruise.
- 16.—Silver Cloud, Coggeshall, to cruise.
- 16.—Thomas Nye, Holley, for Ochootsk.
- 17.—Winslow, Watson, to cruise.
- 17.—Brooklyn, Rose, for Kodiak.
- 17.—Sharon, King, for Ochootsk.
- 18.—Navy, Wood, for Ochootsk.
- 18.—Newburyport, Crandall, for the Ochootsk.
- 19.—Alice, for Kona, Hawaii.
- 19.—Silver Cloud, Coggeshall, for Ochootsk.
- 20.—Vernon, Bumpus, for the Ochootsk.
- 20.—Benj Rush, Wyatt, for Ochootsk.

- March 21.—Gen Pike, Russell, for Ochootsk.
- 22.—Wolga, Crowell, to cruise.
- 22.—Frances Henrietta, Drew, for Ochootsk.
- 22.—Euphrates, Heath, for Ochootsk.
- 22.—John Coggeshall, Lambert, for Ochootsk.
- 22.—Walter Scott, Collins, for Ochootsk.
- 23.—Fr wh sh Jason, Hache, for the Northward.
- 23.—Addison, Lawrence, for Ochootsk.
- 23.—N S Perkins, Kiblen, for the North.
- 23.—St George, Pease, for Ochootsk.
- 23.—Wolga, Crowell, for Ochootsk.
- 23.—Sch Kinooole, for Kona, Hawaii.

MEMORANDA.

Capt. Slocum, of whaleship *Saratoga*, from Margarita Bay March 1st, 400 brls this season, reports as follows:

| | |
|---------------------------|------------------------------|
| Draper, season, 350 wh | Ben. Tucker, " 180 wh |
| Dartmouth, " 350 " | Marengo, " 130 " |
| Warren, " 300 " | Barnstable, " 130 " |
| Braganza, " 250 " | Vigilant, bk, " 130 " |
| John & Elizabeth, " 250 " | Champion, " 130 " |
| Splendid, O S, " 200 " | Oahu, brig, 4 whales, 150 " |
| Black Eagle, " 350 " | Black Warrior, season, 900 " |
| Thos. Dickason, " 200 " | Carib, S F, " full " |
| Benj. Morgan, " 150 " | Agate, " 480 " |
| E. L. Frost, " full " | Sar'h Warren, SF, " 120 " |
| F. Palmer, " full " | Boston, S F, " full 1000 " |
| Reindeer, " 500 " | And tender, " 600 " |
| Three Bros, Nant, " 500 " | Sarah Sheaf, " 18 whales. |
| South America 17 whales | |

Capt. Comstock, of the *E. L. Frost*, reports the *Victoria*, Fish, 400 wh.

Capt. Lawrence of ship *Addison*, at Lahaina, sends us the following report of vessels spoken:—Nov 15, ship *Sea Ranger*, Davis, Nant. no report; 29, *Roscoe*, Coffin, N B, do; Dec 5 *Ocean*, Gifford, N B, 900 sp; 13, *Amethyst*, Jones, N B, 1000 sp; Nov 20, *Othello*, Beckman, N B, 2000 sp; Dec 26, *Falcon*, Norton, N B, 35 sp season; Jan 1, *Shepherdess*, Watrous, Mystic, 5 whales; 10, *Navigator*, Fisher, Edg, 4 whales; Dec 20, *William & Henry*, Grinnell, F H, 5 whales; Nov 22, *Awashonks*, Tobey, Fal, 900 sp; 15, *Brighton*, Tusker, Dart, 1 whale; *Matilda Sears*, Wing, Dart, 350 sp; in December, *Morning Light*, Norton, N B, 11 whales; Feb 9, *Japan*, Dimon, F H, 2 whales; 16, *James Maury*, Curry, N B, 80 sp 60 wh season; *Florida*, Fish, 800 wh season; 17, *Nassau*, Murdock, N B, 100 sp season. . . . Drowned, from ship *Addison*, Oct 28, lat 46 S, long 161, 50 W, by the upsetting of a boat by a whale, Antone Jain, seaman, aged 18, a native of St Georges, Western Islands. . . . Off and on at Fatuhiva, Feb 10, Am bk *Glimpse*, Dayton, from Sydney with passengers for San Francisco.

Ship *Jireh Perry*, Cannon, of New Bedford, from New Zealand, 50 brls sp, 1000 wh on board; 600 wh, season. Reports, Jan 8, 1858, on New Zealand, ship *Good Return*, Wing, 2 whales; 15th, *Rambler*, Willis, 475 brls wh, season; same date, *Morning Light*, Norton, 14 whales all told—so reported himself. At *Marquesas*, Feb 5, ship *Emerald*, Halleck, nothing the season, bound westward to cruise. At St. Christina, Feb 7th, *William Wirt*, Osborn, 600, season. At Hilo, Feb 26th, *Dover*, Jeffrey, 1200 wh; *Midas*, Tallman, 190 sp; *Metacom*, Hinds, 50 sp; *Lagoda*, Willard, nothing the season, last from Margarita Bay Feb 1, reports ships doing nothing, 150 brls being the most obtained by any one ship up to Feb 1st. At Lahaina, ships *Sharon*, *Carolina*, and *Young Hero*.

Capt. Willard, of the *Lagoda*, now lying at Hilo, has furnished us the following report of ships cruising in Margarita Bay:

| | |
|--|--|
| Jan. 28.—Benjamin Morgan, Sisson, of New London, 3 whales. | |
| Warren, Huntley, of New Bedford, " 3 do. | |
| Saratoga, Slocum, " 4 do. | |
| Dartmouth, Heath, " 3 do. | |
| Draper, Sanford, " 4 do. | |
| Splendid, Pierson, of Cold Spring, " 2 do. | |
| John & Elizabeth, Lester, of New London, " 2 do. | |
| Black Eagle, Edwards, of Sag Harbor, " 2 do. | |
| Benjamin Rush, West, of Warren, " 2 do. | |
| Braganza, Jackson, of New Bedford, nothing. | |

This report is from the lee bay. Ships in the weather bay were not doing much. They had had considerable trouble with their men. The following vessels: ship *Benj. Morgan*, bark *Vigilant*, ships *Thomas Dickason*, and *Columbus* each lost a boat and crew from desertion.

Ship *Young Hero*, Long, from New Zealand, 2 whales, reports Dec 26, lat 36° S., long 160° W., ship *Nil*, nothing; Dec 13, ship *Congress* Mitchell, 3 whales; 26th, ship *Congress*, nothing. Feb 5th, 1858, at the *Marquesas*, ship *Octavia*, Wood, nothing; ship, *Hobomok*, 30 sp; Feb 9th, ship *Hudson*, nothing this season.

The schooner *Golden State* reports as follows:—The schooner *Isabella Elliott*, of San Francisco, was lost on Point Arena, about 100 miles to the northward of San Francisco, on the night of Jan 15. No cargo—all hands saved. She belonged to Mr. Wm. Bown and her commander, Capt. Redfield. Three other vessels, names unknown, are reported as lost on the coast about the same time.

Capt. Taber, of the *Trident*, reports having spoken, Jan 17, off Dean's Island, *Mary Frazier*, Rodmans, 20 sp; at Kawaihae, Feb 27, ship *Emerald*, Halleck, nothing this season, last from *Marquesas*.

WHALE CRUISING.—The whaling bark J. E. Donnell, of this port, has been sold to Messrs. Delano & Co., of Fairhaven, who will break her up.—N. B. List.

WHALESHIP LOST.—UNFORTUNATE MASTER.—The bark *Masasoit*, which arrived at Matapoisset yesterday, reports the loss of ship *Pocahontas*, Capt. John S. Dennis, which left this port on the 15th of September for the Pacific Ocean. She was wrecked on the 29th of October, on the island of Bravo, and will probably prove a total loss. She was insured in this city for \$21,500, and sailed for \$36,000. Capt. Dennis has been singularly unfortunate. He was master of the *Alice Mandell*, of this port, which was wrecked on the *Prata Shoals*, in the China Seas, on the 7th of March last. On his return, the *Pocahontas* was purchased for him, and his voyage met this untimely close in a little over a month from the time of his setting sail. She belonged to the enterprising whaling house of Chas. R. Tucker & Co.,—New Bedford Standard, 21st Dec.

Bark *Dover*, Jeffries, at Hilo, reports vessels doing well

on the New Zealand ground. Dec 28, spoke *Polar Star*, Weeks, 6 whales; *Marengo*, Skinner, 3 do; *Brighton*, Tucker, 3 do; *Electra*, Brown, 4 do; *Amazon*, Eldridge, 1 do; *Rambler*, Willis, 3 do.

Per *Eliza & Ella*, Lunt, from Boston, Oct 31—Jan 1, lat 51° 04' S, long 64° 38' W, spoke wh sh *Omega*, of and from Edgartown, Nantou, bound to Honolulu, clean; same day, wh sh *Euphrates*, Heath, of and from New Bedford, for Honolulu, clean; was in company with them several days off the Horn. Jan 18, lat 49° S, long 78° 44' W, spoke wh sh *Omega*, Whalen, of and from Fair Haven, for Lahaina, 60 sp this voyage. The *Eliza & Ella* was 14 days off the Horn, experiencing pleasant weather and westerly winds; was 15 days from lat 50 S in the Atlantic to 50 S in the Pacific; 28 days from lat of 50 S to the line, touching at the island of Juan Fernandez one day, where a boat was sent ashore, and 15 days from the line to Honolulu. Jan 18, in a gale in lat 49° S, long 78° W, sprung the fore-yard.

Ship *Benj. Rush*, at Lahaina, from Margarita Bay, Feb 13, reports the following ships in the weather Bay:

Feb 16, *Dartmouth*, N B, 8 whales, 40 bbls each; schr *E. L. Frost*, Hion, 4 whales to fill; *Frances Palmer*, Hon, 4 whales to fill; *Carib*, S F, 9 whales season; *Barnstable*, N B, 3 whales 40 bbls each; *Marengo*, N B, 3 do; *Vigilant*, N B, 3 do; *Roman*, N B, 3 do; *Champion*, Edgartown, 3 do; *Fran Henrietta*, N B, 5 d5 do; *Columbia*, N L, 3 do do.

In the Lee Bay:

Feb 16, *Saratoga*, N B, 6¹/₂ whales, 40 bbls each; *Draper*, N B, 5¹/₂ do; *Braganza*, N B, 3 do do; *Fortune*, N B, 3 do; *Warren*, N B, 5 do do; *Three Brothers*, Nant, 14 do, 30 bbls each; *Reindeer*, N B, 14 do; *Black Eagle*, N L, 6 do; *John & Elizabeth*, N L, 3¹/₄ do, 40 bbls each; *Splendid*, Edgr, 3¹/₄ do; *Benj Morgan*, N B, 4 do do.

The *Dartmouth* was bound home and would take oil from the *Black Eagle* and *Thos Dickason*. The 1st officer of the *Columbia* had his thigh broken. The *Columbia*, *Vigilant* and *Benj Morgan* each lost a boat and boat's crew by desertion. Heard of two boats landing at Cape St Lucas, one of which lost three men in getting ashore.

Capt. Weeks, of ship *Polar Star*, reports as follows:—Nov 28, *William & Henry*, Grinnell, of Fair Haven, 500 wh and sp; Dec 27, *James Maury*, Curry, of N B, 80 sp, 60 wh; Jan 6, *William Wirt*, Osborn, of N B, 7 whales.

Capt. Barber, of the ship *Benjamin Tucker*, reports the following vessels in Margarita Bay:—Feb 27th, *Sarah Warren*, Pool, of San Francisco, 200 wh; *Carib*, Reynolds, do, 17 whales; *brg Agate*, Comstock, do, full; *brg Victoria*, Fish, Hon, 500 wh; *Oahu*, Molde, do, 140 wh; *sch Eagle*, Claxton, S F, 5 whales, bound a humpbacking; *Reindeer*, Ashley, of New Bedford, 500 wh; *Dartmouth*, Heath, ditto, 500 wh, taking oil on freight; *Vigilant*, McCleave, do, 150 wh, to sail this day for the Islands; *Barnstable*, Fisher, do, 150 wh, to sail same day for the Islands; *Draper*, Sanford, do, 350 wh.

Off and on at Paita, Jan 30:—Am wh bark *Sea Queen*, 1250 sp; Am wh bark *Islander*, 250 sp; Am wh bark *Cape Horn*, Pigeon, full, bound home; ship *General Scott*, left Tombe about January 18, 850 sp.

Ship *Tahmaroo*, Robinson, of F. H. from Talcahuano, Feb. 9, reports having left at T:—sch *Enterprise*, Nant, taking freight for home; *Tameline*, N B 500 wh on New Zealand, bound home; *Splendid*, Edgt, no report; *Balance*, N B, 1800 sp, bound home; *Geo Howland*, N B, clean, bound North; *George & Susan*, N B, 40 sp, bound North; *Phenix*, N B, bound North; *bk Gratitude*, N B, 2200 bbls, bound home; *Massachusetts*, N B, 1300 bound North; *sh Chas Carroll*, N L, bound home; *bk Cavalier*, N B, 1800 bbls; *Valparaiso*, N B, 500 sp, bound North; *sch Monterey*, Edgt, 2800 bbls; *bk Louisa*, N B, 800 wh, bound North; *Matilda Sears*, Dart, 5 whales on New Zealand, and lost 4 boats; *sh Valius*, N B, 80 sp, bound North; *Europa*, Edgt, 160 sp, bound North; *Marica*, N B, bound North; *sh Independence*, for Boston, with wool; U S steam frigate *Merrimac*, for Valparaiso; off Gua'jo, Niger, N B, 650 sp.

Vessels Expected from Foreign Ports.

Am bark *Yankee*, Smith, will be due from San Francisco before the 12th of April.

Am clipper brigantine *Josephine*, Baker, sailed from New York Jan 10, due here May 10.

The Am ship *Aspasia* will be due about April 1st, from Acapulco.

British brig *Recovery*, Mitchell, will be due from Vancouver's Island about May 1st.

Am sch L P Foster, Moore, with cargo of lumber to Hackfield & Co., will soon be due.

Am clipper bark *Melita*, of H A Pierce's line of Boston and Honolulu Packets, was to sail from Boston for Honolulu direct, Feb 20, and will be due here June 20, with mds to B W Field. The brig *Hero*, from Hongkong, will be due April 25.

PASSENGERS.

From BREMEN—per *Waialua*—Miss Gernann, F Gaudler. From SAN FRANCISCO—per *Kalama*—W F Allen. From HUMBOLDT BAY—per *Golden State*, Feb 27—W S Tuttle, Mrs Tuttle and child.

For PUGET SOUND—per F. W. Schwaber, Feb 27—John Macfarland, J F A Pickering, John Fray, J C Blair.

From BOSTON—per *Eliza & Ella*, March 8—Rev E P Roberts and wife, missionaries of the A. B. C. F. M., for Micronesia, Mr and Mrs D D Baldwin, Mrs W II Johnson and daughter, Mrs Mary Hinehey, Miss Margaret Hinehey, Mrs Lunt and child, (Captain's family).

From SAN FRANCISCO—per *Fanny Major*, March 10—Mrs J B Badger and 2 children, Josephus Joseph, II C Johnson, Jos Peters, Antonio Rodriguez, Mrs Wm Weaver, Jas H Pool, Mat Keane, N W Wright, John Barber, John De Costa.

For SAN FRANCISCO—per *Golden State*, Mar 16—Mrs Tuttle, captain's wife.

For MARQUESAS—per *Morning Star*, March 16—Rev Messrs A Bishop, J Bicknell, Kuaihelani and wife, Kaiwi and wife, Kapahaku and wife.

From HUAHINE—per *Sharon*, at Lahaina March 1—Messrs Monday, Evans and Jones.

PORT OF LAHAINA.

ARRIVALS.

- Feb 27—Am ship Young Hero, Long, from New Zealand, 300 sp 70 wh, 600 bone.
- March 1—Am ship Sharon, King, from Huahine, 120 sp, 200 wh, 2800 bone, voyage; 80 sp, season—took one bumpback in this port.
- 4—Am wh bark Tenedos, King, 20 mos out, 20 sp, 520 wh.
- 4—Am wh ship Thos C Nye, Holly, 5 mos out, 100 sp, 50 wh, 400 bone.
- 4—Am wh ship John Coggeshall, Lambert, 30 mos out, 120 sp, 780 wh, 8000 bone.
- 4—Am wh ship Eliza Adams, 5 mos out, clean.
- 4—Am wh ship Hillman, Little, 8 mos out, 242 sp, 112 wh, 1800 bone; 125 sp, 112 wh, on board.
- 5—Am wh bark General Pike, Russell, 17 mos out, 130 sp, 1570 wh, 13000 bone, voyage; 800 wh, 7000 bone, season.
- 6—Am wh ship Benj Rush, Wyatt, from Marguerita Bay, 120 hrs this season.
- 8—Am bark Panj, Boodry, from Huahine, 36 sp, 700 wh, 10,000 bone.
- 8—Am ship Rosseau, Green, from San Carlos, clean.
- 8—Am ship Addison, Lawrence, from Fatuhiva, 145 wh, 1300 bone.
- 8—Am bark Iris, Bolles, from San Carlos, 400 sp, 128 wh, 1200 bone, voyage.
- 9—Am ship Lagoda, Willard, from Hilo, 55 sp, 700 wh, 8500 bone, voyage.
- 10—Tybee, Freeman, 35 sp, 625 wh, 5000 bone, voyage, nothing this season.
- 17—Bark Phoenix, Hinkley, 35 sp.
- 18—Nimrod, Howe, fm New Bedford, 40 sp, season.
- 18—Bk Amazon, Eldrige, Fair Haven, 200 sp, season.
- 18—Bk Vigilant, McCleave, New Bedford.
- 18—Newburyport, Crandall, Stonington 35 sp, season.
- 19—Omega, Sandburn, Edgarton.
- 19—Nassau, Murdoch, N. B. 125 sp, season, on board.
- 19—Brig Suerte, Hind, Tahiti.
- 19—Walter Scott, Collins, 30 sp season, 100 sp, 400 wh, on board.
- 20—Black Eagle, Edwards, fm Coast California, 300 wh.
- 20—Benj Tucker, Barber, from California Coast, 200 wh season, 1000 wh on board.
- 22—Mary, Jenks, fm Tombes, 50 sp season, 250 sp, 100 wh, 2000 bn, on board.
- 22—Tahmaroo, Robinson, fm Talcahuano, 40 sp, season, 200 wh, on board.
- 23—Erie, Jernegan, from Marquesas, 500 wh, 3000 bone.
- 28—Brichton, Tucker, fm Tahiti, 150 wh, season, 200 sp, 200 wh, on board.
- 28—Benj Morgan, Sisson, fm Tahiti, 150 wh, season, 30 sp, 900 wh, on board.

DEPARTURES.

- March 4—Eliza Adams, Thomas, for Honolulu.
- 6—Carolina, for the North.
- 9—Lagoda, for the Ochotsk. 12 ships in port
- 11—Tenedos, King, for Ochotsk.
- 12—Fanny, Boodry, for Ochotsk.
- 12—Rosseau, Green, for the Northward.
- 12—Sharon, King, for Ochotsk.
- 13—Hillman, Little, to cruise North.
- 15—Navy, Wood, for Honolulu.
- 16—Napoleon III, Morell, for Honolulu.
- 16—Benjamin Rush, Wyatt, for Ochotsk.
- 16—John Coggeshall, Lambert, for the North.
- 16—General Pike, Russell, for the North.
- 19—Suerte, Hind, for San Francisco.
- 20—Splendid, Pearson, for Ochotsk.
- 20—Omega, Sanborn, to cruise.
- 20—Walter Scott, for Ochotsk.
- 23—Tybee, Freeman, for the Arctic.
- 24—Phoenix, Hinkley, for Honolulu.
- 24—Tahmaroo Robinson, for the Northwest.

MARRIED

In Honolulu, 22d inst., by Rev. S. C. Damon, JOHANN H. WICKE to JOHANN GRINDLER, and JOHANN HOPP to DORIS GEHRMANN.

DIED

At Hilo, Hawaii, on the 6th of March, after an illness of two weeks, Mrs. MARIA L., wife of Benjamin Pitman, Esq., aged 35 years and 9 months.

At Lahaina, suddenly on Saturday evening the 20th inst., OBIJAH NAHAOLELUA. He was the only son of His Ex. Gov. Nahaolelua.

Killed, by the boat being stove, 24th September, 1857, in Shantar Passage, CORNELIUS STEVENS, 4th mate of the Frances Henrietta.

At sea, lat. 1° 50' N., lon. 1° 38' W., on board bark Phoenix, BRADDOCK COQUIN, 2d mate, belonging to Dartmouth, Mass., aged 37 years. [Nantucket and New Bedford papers please copy.]

Dec. 6, 1857, on board the ship Benj Tucker, of consumption, JOSEPH JOKER, a Portuguese seaman. Feb. 10, LEVI WELLS, formerly 3d mate of the brig Frances, killed by a whale—was a native of Connecticut.

Of typhoid fever, on board ship Magnolia, December 31, 1857, JACKSON LOUNSBURY, a seaman.

"This young man," writes Captain Cox, "was a native of Southwick, Conn., aged 19 years. He had been with us the whole voyage, and on sailing from Honolulu was in apparent health, and happy in the prospect of soon meeting his mother and friends again; but a mysterious Providence has otherwise ordered it, and now he sleeps at the bottom of the sea, awaiting the summons for the sea to 'give up the dead,' when we are taught, the ethereal portion will join itself to the purified body, and stand with us before the impartial Judge."

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OFFICE OF THE PANAMA RAIL-ROAD COMPANY, }
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The Panama Rail-Road Company takes this method of informing those interested in the Whaling business, of the advantages offered by the Railroad across the Isthmus of Panama, for the shipment of Oil from the Pacific to the United States, and for sending out fits and supplies from the United States to Panama.

The Railroad has been in regular and successful operation for more than two years, and its capacity for the transportation of every description of merchandise, including Oil, Provisions, &c., has been fully tested. The attention of several Captains of whaleships has recently been turned to the subject of shipping their oil from Panama to New York during the present season, and the Panama Rail-Road Company has made arrangements to afford every facility which may be required for the accomplishment of this important object. A Pier, 450 feet long, has been built in the bay of Panama, to the end of which Freight Cars are run to receive cargoes from lighters or vessels lying alongside, and deliver the same alongside of vessels at Aspinwall. Vessels of from 200 to 300 tons can lie at the Pier with safety, grounding in the mud at low water.

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The vessels of the Company sail regularly semi-monthly, and the average passages to and from Aspinwall are about twenty to twenty-five days. The time occupied in crossing the Isthmus is four hours. Oil, during its transit across the Isthmus, will be covered with canvas, or conveyed in covered cars, and owners may be assured that every care will be taken to prevent leakage. Several cargoes have already been conveyed to New York without the slightest loss.

Oil or other goods consigned for transportation to the Superintendent of the Panama Rail-Road Company, or to **William Nelson**, Commercial Agent of the Company at Panama, will be received and forwarded with the greatest despatch.

Frederic L. Hanks has been appointed Agent at Honolulu, Sandwich Islands, and is prepared to furnish every requisite information to shippers.

JOS. F. JOY, Secretary

FREDERIC L. HANKS,
Agent Panama R. R. Co., Honolulu S. I. 64-12m

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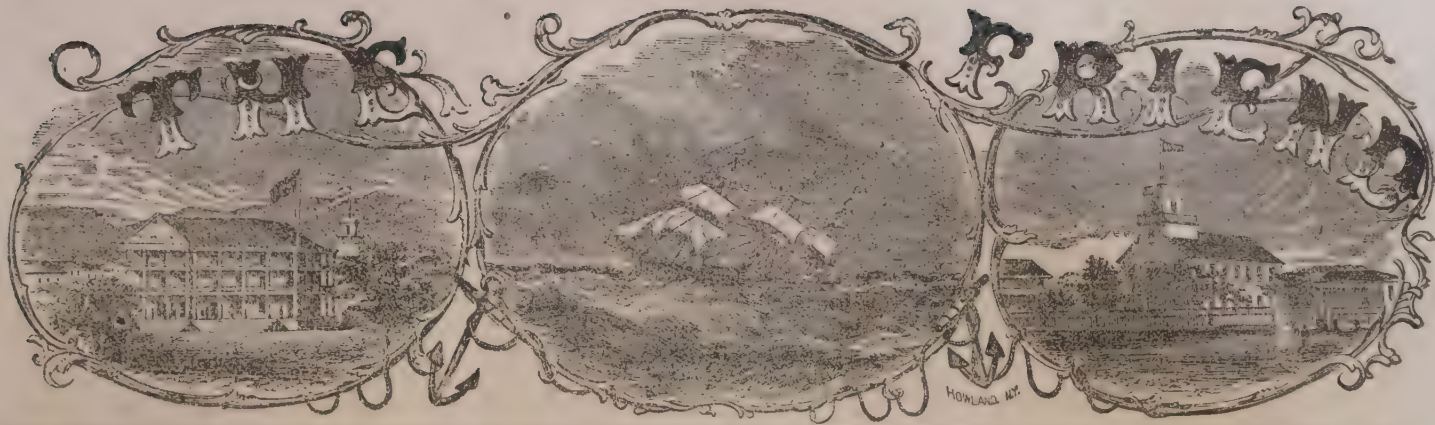
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HONOLULU, MAY 1, 1858.

{Old Series, Vol. 15.

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THE FRIEND.

MAY 1, 1858.

Religious Awakening in the U. States.

Hav ng read, to very weariness, our exchanges, burdened with accounts of financial panics, political troubles, theological disputes, criminal reports, and the endless variety of newspaper gossip, it is exceedingly refreshing to meet a new topic introduced for the consideration of the reading community. The topic to which we refer, is the unusual thoughtfulness and increased attention of the people of the United States to the subject of personal religion. The last mail's news confirmed previous reports. Such intelligence must cheer the spirits and rejoice the heart of every Christian. When such secular journals as the *New York Tribune*, *Times*, *Courier and Enquirer*, and *New Bedford Standard*, (besides numerous others,) turn aside from the ordinary beaten path of news and politics, to report revival intelligence, be assured a new element is abroad among the people. When the draymen and mechanics, merchants and clerks, step into crowded Presbyterian, Baptist and Methodist churches at noon-day, and upon a week-day, to enjoy the benefits of a prayer meeting, it is doubtless the result of God's spirit operating upon their hearts. When the worshippers of Mammon in N. York, N. London, N. Bedford, Boston and Albany, turn their backs upon their darling idol, and seriously seek to know the way of life and salvation, there is something stronger than mere animal excitement at work. When the students in numerous seminaries of learning are deeply impressed

with the importance of learning the knowledge of the Lord, and of seeking the salvation of the soul, it is manifest that their minds must be deeply wrought upon. Such a season of the outpouring of the Holy Spirit has not been experienced for many years, while some assert not since the days of the "great awakening" in the middle of the last century, and during the preaching of Whitfield and Edwards.

Our limits will not allow us to go into a full detail of revival intelligence, as reported in both the secular and religious newspapers, but in a few words it may be declared that city and country, seaports and rural parishes, of the United States, particularly the Eastern and Northern, are now enjoying a most extensive and delightful religious awakening. The work is not confined to any particular sect or denomination, but nearly all are more or less blessed. The good work is characterized by very little that would offend the most conservative in religious matters. No revival preachers are traversing the land. There is no great noise and tumult among the people, but a deep and solemn thoughtfulness pervades many minds. The sentiment of thousands appears to be, "We have been disappointed in our worldly plans and expectations—our wealth has disappeared—trouble has come upon us—and now, in our distress, we will look unto God for comfort and consolation." God has most signally and manifestly appeared in the hour of man's extremity. God has drawn near to the people, and they acknowledge His hand in their troubles. We cannot find words to express our views of the greatness of the blessing, or language to portray the probable and future results. The infidel may sneer, the unbeliever scoff, the trifler care for none of these things, and the proud Pharisee refuse to recognize God's special presence among the people, but "wisdom will be justified of her children," and the Saviour "see of the travail of his soul." We envy not the Christian or man who can contemplate a

work of this nature with coldness, indifference or contempt. Angels, we are assured by the Savior, rejoice even when one sinner repents and turns to God: if any Christian should fail to rejoice and give thanks at such a time as this, we think "the stones would immediately cry out." Oh, who that truly loves the souls of his fellow men, will not earnestly and fervently pray that the work may extend throughout the world!

☞ We cordially welcome to this part of the world, Captain John Brown, of New London, to assume command of the *Morning Star*, on her return from Marquesas. It was our privilege to have become acquainted with him many years ago, when he commanded the whaleship *Hannibal*. His established character and ability as a Christian shipmaster, are a good guarantee that the interests of the vessel placed under his command will be carefully attended to, and the welfare of all concerned respected. We only hope that he may not find his acts and doings prejudged before they are known, as were those of his predecessor.

INFORMATION WANTED—Respecting William Norman Davidson, a native of Lempitlau, near Kelso, Scotland. He went to America, and in 1853 shipped as carpenter on board the whaleship *John A. Robb*. The Captain reports that he left the vessel at the Marquesas Islands. Should this notice fall under his eye, he is requested to communicate with his friends, and address Mr. Adam Proudfoot, Post Master, Skirling, By Biggoe, Scotland, or the Editor of the *Friend*.

☞ Housekeepers will find for sale at Dr. Bullions' drug store, on Fort street, an excellent furniture polish. When applied according to directions, it will make old furniture appear as good as new.

☞ The Spring Fleet of whaleships in Honolulu, was much larger this season than for several years previously.

A Peep Abroad.

England.

The chief item of news in all the English papers, is the marriage of Prince William of Prussia to the eldest daughter of Queen Victoria. The ceremony took place January 25th.

THE DAUGHTER OF ENGLAND.—Englishmen felt toward the Princess as toward the daughter of England, and shared the Queen's joys and anxieties as if they had been their own. And well has the Queen won this sympathy of her people on this the great domestic occasion of her married life. We know that she has lived through a long and prosperous reign in a pure and well-ordered home; that she has been a tender and wise parent to her children; that Buckingham Palace nursery and school room have been governed with a hand so firm, so wise, so maternal, that they might offer a model for all the homes in the land. And that is what Englishmen most deeply love. Their chief honor is the domestic crown. The purity and simplicity of the family life—the virtue, wisdom and motherliness of our women—lies very near to the heart of our national greatness; and as a nation we recognize and honor it supremely in our Queen. And now the virtue and wisdom of years is bearing fruit of blessing, and the Queen has millions who will sympathize as friends in all her maternal cares and joys. No one could have failed to seize this as the characteristic feature of the assemblage in the parks on Monday last, and to-morrow the crowd which will assemble to witness the embarkation will wear the same aspect. These marriage festivities have shown how deeply the reigning family are rooted in the affections of the people; and this affection, which is the crown of loyalty, is due chiefly to the personal character and domestic virtues of the Queen. There was a great gathering of foreign notables at the wedding; let them learn the secret of how thrones are made secure. The stability of the English throne is a thing by itself in the world. No continental throne can challenge comparison with it.—*Chr. Times*.

The following is the hymn written by Mr. Tennyson, the Poet Laureate, and sung at the marriage of the Princess Royal:

God bless our Prince and Bride,
God keep their lands allied,
God save the Queen!
Clothe them with righteousness,
Crown them with happiness,
Them with all blessings bless,
God save the Queen!

Fair fall this hallow'd hour,
Farewell, our England's flower,
God save the Queen!
Farewell, fair rose of May,
Let both the peoples say,
God bless the marriage day,
God bless the Queen!

GIVING THE WHIP TO A PRINCESS.—An English paper has the following:—Among the presents made to the Princess Royal of England, on her late wedding day, was a riding whip, the but of which is formed from a piece of the hoof of a favorite horse, set in gold. It is said the shoe of this golden hoof is formed of diamonds, the nails being represented by fourteen beautiful rubies; the whole of the bottom of the foot is a mass of small diamonds; the handle of the whip is formed from one of the horse's bones, most highly polished, around which is twined a serpent in brilliants.

If English editors may head their columns, "The Marriage of our Daughter," would it be improper for Americans to refer to the event as the marriage of "our sister"? England is surely well known as our Mother Country.

UNITING ENGLAND AND FRANCE.—A proposal has been made to connect England and France by a tubular railroad bridge across the Straits of Dover, to be of the necessary height to permit the free passage of the largest vessels, and to be supported by towers rising from the bed of the channel, the top of

each of which to form a lighthouse. The viaduct will be twenty miles in length, and could be traversed in twenty minutes. Another project has been made for effecting the same purpose by means of a tunnel under the Straits, which has received favorable attention from the authorities.

THE QUICKEST PASSAGES IN THE CHANNEL. On Friday night, the 4th inst., the royal mail packet Prince Frederick William ran with the mails from Dover to Calais, against tide, in one hour and twenty-seven minutes, and returned next morning in one hour and twenty minutes. On Saturday night she proceeded to Ostend, and ran seventy-three statute miles in three hours and fifty minutes from the time she was ordered to go outside Dover pier to the time she was eased in Ostend harbor, averaging in this passage a speed of above nineteen miles an hour. She landed her mails and passengers at Ostend three hours and a half before the mail train started.—*Daily News*.

France.

An attempt has been made to assassinate the Emperor of France. He was about leaving his carriage to enter the opera house, when three shells, filled with fulminating powder, were thrown from the opposite house, one of which killed one of his horses, wounded the footman, and tore the Emperor's hat and the collar of his cloak. He carried the Empress in his arms to the steps of the opera house, when another shell burst under his carriage, shattering it to pieces; the other burst among the crowd, killing five persons and wounding fifty or sixty. About thirty persons were arrested, mostly Italians.

DEATH OF THE QUEEN OF OUDE.—The Queen of Oude arrived at Paris recently and took up her abode at the Hotel Lafite, with a suit of forty or fifty persons. On the following Sunday she died there. It is said that she died of grief. She was attended in her last moments by Dr. Royer, one of the Emperor's physicians. The prayers enjoined by the Mohammedan religion were said over the death-bed.

Madagascar.

A circular letter was recently read in most of the English Congregational churches, describing the outburst of persecution in Madagascar. Hebrews xiii. was read, and special prayer offered, at the desire of these brethren in great affliction. The Director of the London Missionary Society says:

"The friends of the Society will learn, with emotions of no ordinary pain and sorrow, that the native Christians on this island have recently become the victims of another persecution, apparently more vindictive and cruel than any that preceded it. The main facts of the case are, unhappily, too well accredited to leave any room for doubt as to their substantial correctness; but, owing to the extreme hazard, at such a crisis, of any attempts on the part of the suffering Christians to communicate with their distant friends, the information we have now to convey is necessarily very scanty, both as regards the originating cause of the persecution and the extent to which it has prevailed. The following facts, however, derived from unquestionable sources, may be entirely relied upon.

"In the course of this fresh outbreak of

heathen rage, which followed the expulsion of a number of Frenchmen from the capital of the island in July last, thirteen persons were stoned to death, the heads of the sufferers being afterwards fixed on poles, and their wives and children reduced to slavery; between fifty and sixty were subjected to the ordeal of the "tangena," or poisoned water, of whom eight died under the operation; nearly sixty were bound in chains, of whom two had died; while a number more had been reduced to slavery.

"The announcement of these tragical events cannot fail to be an occasion of surprise, no less than of poignant grief, to the minds of our friends; since they were doubtless prepared, by the tenor of former reports, to anticipate a gradual relaxation of those coercive measures to which the Christians were exposed; and that the time might not be distant when the island would once more be laid open to Missionary effort. It has, however, pleased God, in His mysterious providence, to disappoint, for the present, these sanguine expectations, and in a way calculated to call forth the tenderest sympathies of all who look and long for the redemption of Madagascar from the ruthless hand of the oppressor."

India.

THE GOVERNMENT AND HINDOO IDOLATRY.—The Bombay *Guardian* states that "nothing can be more erroneous than the idea which seems to some extent to have got possession of the public mind, that government patronage of Hindoo idolatry is a thing of the past. It exists; and to an enormous extent. There are no less than 26,589 temples and idols receiving the support of government in the Bombay Presidency alone. This figure is immense. The churches and chapels, the places of worship of all kinds, in the whole of Great Britain, are less in number than the idolatrous shrines receiving aid from government in the Bombay Presidency. It is not the amount bestowed in aid that expresses the magnitude of the evil; it is the number of idols patronized. Everywhere, in every nook and corner of the land, there are shrines the worshippers in which are well aware that government aid is extended to them. Every where we find the people referring to the fact that there is this connection."

China.

THE PROSPECTS OF CHINA.—Mr. Williams writes from Macao: "The present condition of China is, I think, only the beginning of those commotions and overturnings which will gradually bring in the light of the gospel. If she retains her independence, there will be no controlling restraint, like the English sway in India, to keep masses of people from throwing themselves against each other when aroused by fear, oppression or love of plunder. It seems to me idle to look for permanence in any plans formed by western governments to put their relations with the Pekin or Nankin rulers on a secure or well understood basis. Power, intelligence, skill, and considerable unscrupulousness, arrayed against weakness, ignorance and unfaithfulness, will always breed collisions, and what the strongest are ready to call *insults*—the only devices the cunning and weak know of to avenge themselves. Overturn and overturn will be the story with the Chi-

nese during many years to come, and if they were not to suffer so fearfully from such dashings, one might wish the time to be shortened. If China is opened throughout, how far in advance of the messengers of glad tidings will be the trader, the buccaneer, the papist and the traveler! The Church is, perhaps, not ready for such an expansion of the field of its labors, but we can safely trust the ark of God to His keeping, if the cattle do shake it, and the road it travels is beset with hedges and covered with stones.—*Journal of Missions for February.*

George III. on American Independence.

NOTE TO PROF. MORSE.

71 WEST 14TH STREET, N. Y., }
28.1 February, 1858. }

TO THE HON. S. F. B. MORSE:

Dear Sir:—At a literary and social festival last evening, in honor of the Birthday of Washington, I related the following anecdote:

During the war of our revolution, Benjamin West, the great American painter, was residing in London, and on familiar terms with his Majesty George III. Mr. West was in the palace painting the king's portrait, when a messenger came and delivered to the king a copy of the American Declaration of Independence. The king read it, and then remarked: "Well, if they can be happier under the form of government they have chosen than under mine, I shall be happy."

Doubts were expressed as to the correctness of the statement, and as I relied for my authority on another who had told me that Benjamin West related to you this remark of George III. in London, I take the liberty of asking you if the report is correct? I will be obliged to you for an answer to this interrogatory, with any additional particulars that may verify or disprove the incident.

Truly yours, S. IRENÆUS PRIME.

REPLY OF PROF. MORSE.

NEW YORK, February 24, 1858.

DEAR SIR:—In answer to your question in your note of yesterday, I would say that you are perfectly correct in your statement, as related to me by Mr. West himself, about the year 1813, in London.

The circumstances of his relating to me this incident were briefly these: I called upon him at his house in Newman street, one morning, and in conformity with the order given to his servant Robert, always to admit us, (alluding to Mr. Leslie and myself,) even if he was engaged in his private studio. As I entered, a half-length portrait of George III. stood before me upon an easel, and Mr. West was sitting with his back toward me copying from it upon canvas. My name having been mentioned to him, he did not turn, but pointing with the pencil he had in his hand to the portrait from which he was copying, said:

"Do you see that picture, Mr. Morse?"

"Yes, sir," I said, "I perceive it is the portrait of the king."

"Well," said Mr. West, "the king was sitting to me for that portrait when the box containing the American Declaration of Independence was handed him."

"Indeed," I answered, "and what appeared to be the emotions of the king—what did he say?"

"Well, sir," said Mr. West, "he made a reply characteristic of the goodness of his heart," or words to that effect. "'Well, if they can be happier under the government they have chosen than under mine, I shall be happy.'"

Now, I vouch only for the statement as made to me by Mr. West; in regard to this I cannot be mistaken, for it made a deep impression, and I have been in the habit of relating the anecdote ever since.

Truly your ob't serv't,

SAML. F. B. MORSE.

REV. S. IRENÆUS PRIME, D. D.

The incident related by Benjamin West, and now certified by Professor Morse, one of the most eminent living Americans, is in point to show that in his heart George III. respected the course of the Colonies, and that his sympathies were with them. As a monarch, jealous of the rights of his crown and the integrity of his kingdom, he was earnest and determined in measures to put down the revolt, and I shall be the last to palliate the hereditary hatred of our country to the manner and spirit in which the war was conducted on the part of the mother country; but every pure mind will rejoice in extending the knowledge of facts tending to show that our then enemies respected our principles, and in their better moments rejoiced in our success. The remark of George III. is therefore of vast historic value, and of intense personal interest. It carries us into the inner chamber of the palace, and the innermost chamber of the king's heart, and reveals a sentiment for which the world has never given him credit.

Many other anecdotes of a similar nature could be repeated, showing the intimate relations of George III. and Mr. Benjamin West; but my object is attained if I have "done a good thing," in bringing to the notice of my countrymen an incident well fitted to make them think more kindly of a man of whom we have been wont to think only ill.

—N. Y. Observer.

IRENÆUS.

THE GOSPEL IN ABYSSINIA.—Bishop Gobat describes the progress of the Mission to Abyssinia:—"Two years ago I sent four lay missionaries to Abyssinia, with a goodly supply of Bibles, New Testaments, and Psalters, chiefly in Arabic. They were very kindly received by the king, Theodoros, who, according to the last news, continues kind to them. At the date of their last letter, June 21, 1857, they had distributed all the copies of the Scriptures which they had, in many parts of the country, and among others to the Talashes, or Jews, of whom they say: 'We know that they read and love these Bibles, containing the Old and New Testaments.' The brethren seem inclined to settle among the Talashas. I am seeking for means of sending them another supply of Scriptures, which the British and Foreign Bible Society have kindly granted."

HOW THE CHINESE PREVENT FINANCIAL CRISES.—Every man in China must pay up his debts at the beginning of the year, and at the time of a religious festival, about the middle of the year. If unable to settle at these times, his business stops until his debts are paid.

[From the London Times.]

Another Peep at the Sea Serpent.

SIR—I beg to enclose you a copy of an extract from the meteorological journal kept by me on board the ship *Castilian*, on a voyage from Bombay to Liverpool. I have sent the original to the Board of Trade, for whom the observations have been made during my last voyage. I am glad to confirm a statement made by the commander of Her Majesty's ship *Dædalus* some years ago, as to the existence of such an animal as that described by him.

I remain, sir, your ob't serv't,

G. H. HARRINGTON.

14 and 14 1-2 So. Castle street,
Liverpool, February 2.

Copy of an Extract from the Board of Trade Meteorological Journal kept by Capt. Harrington, of the ship *Castilian*, from Bombay for Liverpool.

"SHIP CASTILIAN, Dec. 12, 1857, }
N. E. of St. Helena bearing }
N. W., distance 10 miles. }

"At 6.30 P. M., strong breezes and cloudy, ship sailing about twelve knots per hour. While myself and officers were standing on the lee side of the poop, looking towards the island, we were startled by the sight of a huge marine animal, which reared its head out of the water within twenty yards of the ship, when it suddenly disappeared for about half a minute, and then made its appearance in the same manner again, showing us distinctly its neck and head about ten or twelve feet out of the water. Its head was shaped like a long nun buoy, and I suppose the diameter to have been seven or eight feet in the largest part, with a kind of scroll, or tuft of loose skin, encircling it about two feet from the top; the water was discolored for several hundred feet from its head, so much so that on its first appearance my impression was that the ship was in broken water, produced, as I supposed by some volcanic agency since the last time I passed the island; but the second appearance completely dispelled those fears, and assured us that it was a monster of extraordinary length, which appeared to be moving slowly towards the land. The ship was going too fast to enable us to reach the mast-head in time to form a correct estimate of its extreme length, but from what we saw from the deck, we conclude that it must have been over 200 feet long. The boatswain and several of the crew, who observed it from the topgallant fore-castle, state that it was more than double the length of the ship, in which case it must have been 500 feet; be that as it may, I am convinced that it belonged to the serpent tribe; it was of a dark color about the head, and was covered with several white spots. Having a press of canvas on the ship at the time, I was unable to round to without risk, and therefore was precluded from getting another sight of this leviathan of the deep. GEO. HENRY HARRINGTON,

Commander.

"WILLIAM DAVIES, Chief Officer.

"EDWARD WHEELER, 2d do."

Mr. Irving is again at Sunny Side, busily engaged on the fifth volume of the "Life of Washington, which, it is said, will be published in the spring.

THE FRIEND.

MAY 1, 1858.

ANCIENT NAVIGATION AGAIN.

An Attempt to Circumnavigate Africa Unsuccessful.—Sargasso Sea.

In our last issue we furnished our readers an account of the successful circumnavigation of the continent of Africa, about 600 years before Christ, or 2000 earlier than the same thing was done by the Portuguese navigators. This was by no means the only attempt which was made to accomplish this great undertaking. Ancient historians have recorded an attempt made by one Achæmenid Satafēs. This man was condemned to death for the crime of violating the daughter of a Persian nobleman, Zophyrus. The mother of the criminal begged that he might be condemned to something "worse than death." The criminal's death-sentence was then commuted by Xerxes, for the circumnavigation of Africa!

An expedition was fitted out from Egypt by Satafēs, says the historian Strabo, and sailing through the Straits of Gibraltar, steered to the South. After being absent for several months, returned and reported that he continued his voyage "until his vessel stuck fast, and could move on no farther." His story, however, was not believed by Xerxes, and he was executed because the condition was not complied with upon which his sentence had been changed.

It was, we would add, a common idea among the ancients that the Atlantic Ocean was not navigable beyond a certain distance on account of "earth, sea and air, in which you could neither walk nor sail." Plato represents the sea without the pillars of Hercules, or the Straits of Gibraltar as impenetrable and unfit for navigation, in consequence of the large admixture of earth, mud, or vegetable matter which had arisen from the disruption of the great island or continent Atlantis!

One idea was that the sea became too salt for navigation, and another that *outside* the ocean there was a vast region of shallows, and large quantities of sea-weed, while wild beasts inhabited this *boggy* region!

Similar ideas were current even down to the days of Columbus, who has the honor of not only first discovering a new world, but of pushing his way through the Saragossa Sea—that immense region of the ocean covered with sea-weed, growing so thick and adhering so firmly together that it requires a good breeze to drive a vessel through it! Lieut. Maury, in his highly interesting and instructive work, the *Physical Geography of the Sea*, thus describes the Sargasso Sea:

"Midway the Atlantic, in the triangular

space between the Azores, Canaries, and the Cape de Verde Islands, is the Saragasso Sea. Covering an area equal in extent to the Mississippi Valley, it is so thickly matted over with Gulf weeds, (*fucus natans*) that the speed of vessels through it is often much retarded. When the companions of Columbus saw it, they thought it marked the limits of navigation, and became alarmed. To the eye, at a little distance, it seems substantial enough to walk upon. Patches of the weed are always to be seen floating along the outer edge of the Gulf Stream. Now, if bits of cork, or chaff, or any floating substance, be put into a basin, and a circular motion be given to the water, all the light substances will be found crowding together near the center of the pool, where there is the least motion. Just such a basin is the Atlantic Ocean to the Gulf Stream; and the Sargasso Sea is the centre of the whirl. Columbus first found this weedy sea in his voyage of discovery; there it has remained to this day, moving up and down, and changing its position like the calms of Cancer, according to the seasons, the storms and the winds. Exact observations as to its limits and their range, extending back for fifty years, assure us that its mean position has not been altered since that time."

It is by no means unreasonable to suppose that ancient navigators may have sailed *outward bound* until their vessel *stuck fast*! If so, the ancient ideas respecting the unknown regions of the Atlantic being made up of shallows and mud, may have been well founded.

The circumnavigation of Africa was a favorite project of Alexander the Great, and had he lived this might have been recorded among other of his great achievements.

A Thought.

Macaulay, in some one of his essays, remarks that the Catholic Church manages active, talented, but restless spirits, much better than the Protestant. If the Pope says "Go," off must start the fiery, active and enthusiastic disciple, and spend his days among the inhabitants of Paraguay, or the North American Indians, the Chinese, or the Abyssinians. In those remote regions, the active, energetic, perhaps erratic geniuses spend their lives, without disturbing the peace of the Holy Catholic Church. Not so among Protestants. Those going abroad, go voluntarily. The toils and trials of a missionary's life present but few attractions to a heresy-hunting, sect-originating, trouble-fomenting, hair-splitting, wire-pulling and word-disputing young divine, who aims to make himself conspicuous. In our musings upon the state of the theological and Protestant world, we have often thought what a blessing it would be for the peace, harmony and prosperity of Christendom, if one-quarter, one-third, perhaps even one-half, of all the ministers and theological professors should remove to remote heathen lands, and spend their valua-

ble energies in evangelizing the world, and in the meantime those remaining at home, doing all in their power to sustain those going abroad.

There is no manner of doubt, if five hundred good and able ministers of the gospel were taken from England and Scotland, and one-half that number from America, and stationed in India and China, it would be a blessing to all those countries. We are not sure but a little *wholesome* persecution would have a good influence. Because Paul made havoc of the church, "therefore they that were scattered abroad, went everywhere preaching the word."—Acts viii.4. Remote as our locality may be from London, Oxford, Edinburgh, New York, Boston, Andover and Princeton, we fancy we could make out a tolerably long list of noble, able, efficient and talented divines and ministers, including a few theological professors and religious editors, whose removal to distant heathen lands would confer great blessings upon the people among whom they were sent, and we do imagine their absence would not prove very injurious to the communities from which they should be removed. Aye, would not the transfer augment their usefulness, or, rather, would not the peace of Zion be increased! Eminently talented men oftentimes waste their strength and destroy their usefulness by *trying to show one another up*. The amount of wasted talent in the Christian Church is truly astonishing. The Divine command is, "Go,"—"give,"—"preach,"—"pray always,"—"do good."

CYCLONES OR TYPHOONS.—We would acknowledge two pamphlets upon this subject, forwarded by Mr. J. T. Gulick, in the United States. From one of these pamphlets, we copy the following paragraphs respecting our *konas*, or southerly gales:

"*The Sandwich Islands.*—At the Sandwich Islands, lat. 19° to 22° N., long. 155° to 160° W., the cyclones which occur are not commonly of great severity; although, the native huts are sometimes unroofed or destroyed. The *kona*, or southerly wind, by which the trade wind during part of the year is interrupted, may be referred, at least in part, to those cyclones which find their center path northward of the islands, or which complete their recurvation in that region. The easterly gales, which accord nearly with the trade wind in their direction, indicate an axis-path which lies southward of the islands. The actual presence, or influence of a cyclone may commonly be determined by the indicative oscillations of the barometer.

The absence of intense violence, in any of the cyclones which visit this group, may possibly be due to their geographical position. But it is equally probable, that this qualified exemption may result from a diversion of the course of the central vortex of the cyclone, occasioned by the great height and compact form of Hawaii, the most southeastern of

these islands. For the group lies in almost a direct line, which is parallel to the ordinary course of cyclones in the lower latitudes; being from the summit of Mauna Kea to the center of Kauai, N. 61° west. A cyclonic vortex, if moving previously on this line, would be displaced by the eastern angle of Hawaii; which island has an area of nearly four thousand square miles, a portion of which rises far above the upper horizon of the cyclones; and at two points reaches an elevation of nearly fourteen thousand feet. The protection, or partial diversion of course thus occasioned, must extend to the high but smaller islands which lie to the leeward in the same track."

THE GREAT LEVIATHAN.—This great, aye, greatest of steamers, has finally been launched. She is 680 feet long, 83 feet broad, draws 16 feet 6 inches aft, and 14 feet 11 inches forward—has a tonnage of 22,000—will be rigged and fitted for sea with all possible despatch, and in four or five months will probably sail for the United States, or Australia. We have not, as yet, heard of Honolulu being mentioned as the port of her destination! but if authentic report of this venture reaches us, our readers will be informed by the issue of an extra. She is designed to carry 800 first class, 2000 second class, 1200 third class passengers. Total—4,000 passengers, besides a crew of 400!!

THINGS AT SEBASTOPOL.—An American, writing from Sebastopol under date of Nov. 10, says:—"If you please, just cast your eye around upon the magnificent ruins. Yonder is the broken site of the once proud Malakoff, encompassed by one vast graveyard, where more than 200,000 poor fellows lie beyond the reach of human misery. Pass down into that deep valley, which, during the war, was called the Valley of Death. Ascend the next hill, and you are in the Redan, where 14,000 dead bodies lay the morning after the battle. I think I have never seen a place that afforded a richer scene for photographic views than the ruined city of Sebastopol presents."

Nearly one hundred years ago, Voltaire resided at Geneva. One day he said to some friends, in a boastful, sneering tone, "Before the beginning of the nineteenth century, Christianity will have disappeared from the earth." In that same house, in that same room where these impious words were spoken, there is to-day a large deposit of Bibles! The sacred books fill the house from the floor to the ceiling! So much for Voltaire's prediction!

It is stated that two more volumes of Lord Macaulay's "History of England," bringing the work down to the reign of Queen Anne, will soon be completed and published. It is probable that the voluminous author, in attempting to bring his history to a period within "the memory of men now living," will never be able to afford to the present Queen of England the pleasure of seeing her portrait, drawn as the first historical painter in England could draw it.

A DREADFUL WORM.—Who has not heard of the rattlesnake or copperhead? An unexpected sight of either of these reptiles will make even the lords of creation recoil. But there is a species of worm found in various parts of this land, which conveys a poison of a nature so deadly that when compared with it, the venom of the rattlesnake is harmless. To guard our readers against this foe of human kind, is the object of the present communication. This worm varies much in size. It is frequently an inch through; but as it is rarely seen except when coiled, its length can hardly be conjectured. It is of a dull lead color, and generally lives near a spring, or a small stream of water, and bites the unfortunate people who are in the habit of going there to drink. The brute creation it never molests. They avoid it with the same instinct that teaches the animals of Peru to shun the deadly Cobra when it waylays their pathway. The symptoms of its bite are terrible. The eyes of the patient become red and fiery, his tongue is swollen to an immoderate size, and obstructs his utterance, and delirium of the most horrid character quickly follows. Sometimes in his madness he attempts the destruction of his dearest friends. If the sufferer has a family, his weeping wife and helpless infants are not unfrequently the objects of his frantic fury. Such is the spell in which his senses are bound, that no sooner is he recovered from the paroxysm of insanity occasioned by one bite, than he seeks out his destroyer to be bitten again. I have seen a good old father, his locks as white as snow, his step slow and trembling, beg in vain of his only son to quit the lurking-place of the worm. My heart bled when he turned away, for I knew the hope so fondly cherished, that his son would be to him the staff and support of his declining years, had supported him through many a sorrow. Youths of America, would you know the name of this reptile? It is the worm of the still.—*John Russell.*

DO NOT CONDEMN HASTILY.—Be patient with erring brethren; for God is very patient with you, and it is your duty to imitate your Father in heaven as much as possible. For one or two acts which may be proved to be wrong, do not condemn and cast out forever a brother beloved. You may not understand the whole case; and if you were faithfully and prayerfully to visit that brother, and labor with him, as Christ labored with you, he might be saved. We cannot always see into the heart, and your judgments would, perhaps, be condemned as often as approved by our Savior. Instead of casting stones at an individual, we would often, if we knew and felt as Jesus does, sympathizingly say to the erring "Go and sin no more." We are not called upon to exercise judgment so much as mercy and love.

The *Freeman's Journal* announces that the Pope has granted indulgences to the army and navy officers of the United States to eat meat during the approaching season of Lent. They must be very much obliged to his holiness for this most gracious permission.

Captains can obtain bound volumes of the *Friend* at Dr. Hoffmann's drug store.

DISCIPLINE ON BOARD A MAN-OF-WAR.—An officer of the U. S. frigate Congress, which has just returned from a cruise of two and a half years, during which she has sailed 25,000 miles, writes to a New York paper: "The new mode of discipline, without flogging, is producing a rapid and decided change in the character of seamen, and in almost every particular the change is of the most desirable nature. There is, perhaps, less promptness and energy in the movements of some who formerly jumped to the ropes from fear of the 'cat,' and that class of reckless, bold and dare-devil spirits who seem in their native element only when the storm was highest and howled through the rigging with most terrific violence, is to some extent passing away. But there is rising in its place a self-respect and intelligent manliness, a reliable fidelity, a sympathy with their fellow men, and a desire for their regard, which is full of promise. Considering the grade of society from which seamen ordinarily come, and the motives which lead the great majority to seek the service, it is surprising that the improvement in their character should have been as great as those most experienced declare it to be."

The Hawaiian Boat "Aloha," in Account with J. S. Smithies.

| | | | | |
|---|---|---|---|----------|
| Paid R. Gilliland's bill, | - | - | - | \$6 00 |
| " Castle & Cooke, | - | - | - | 16 75 |
| " Sweeny, | - | - | - | 22 87 |
| " J. M. Oat, | - | - | - | 44 56 |
| " Johnson & Foster, | - | - | - | 57 76 |
| " D. C. Waterman, | - | - | - | 9 00 |
| " To the Haw. Miss. Society on account of the hull, | - | - | - | 93 00 |
| Balance, | - | - | - | 29 |
| | | | | \$250 23 |

| | | | |
|---|---|---|----------|
| By cash from Be'hel S. School, | - | - | \$76 12 |
| " from Fort street S. School, | - | - | 119 88 |
| " from Meth. E. Ch. S. School, | - | - | 83 75 |
| " from Lahaina, Maui, Hawaii and Kauai, | - | - | 21 00 |
| | | | \$250 23 |
| By balance brought down, | - | - | 29 |

The following liberal allowances have been made on some of the bills:—Johnson & Foster, \$7 76; J. M. Oat, \$2 50; Sweeny, \$1 87—total, \$12 13, to credit of M. E. S. S.

There is still a balance of \$34 owing to the Hawaiian Missionary Society, on account of the boat.

E. and O. E. J. S. SMITHIES,
Treasurer.

Honolulu, April 28, 1858.

Donations for Sailors' Home.

| | | | |
|---|---|---|---------|
| From Mr. Rice, Lihue, Kauai, | - | - | \$25 00 |
| From Rev. E. Bond, Kohala, Hawaii, | - | - | 10 00 |
| From Captain Willis, of the <i>Rambler</i> , towards furnishing Room in Sailors' Home, to be called "New Bedford," (in part,) | - | - | 40 00 |

For the "Friend."

| | | | |
|-------------------|---|---|--------|
| Captain Plaskett, | - | - | \$4 00 |
| Captain Austin, | - | - | 5 00 |
| Rev. E. Bond, | - | - | 10 00 |

For Chapel.

| | | | |
|---|---|---|---------|
| Captain Pierce, of the <i>Emerald</i> , | - | - | \$10 00 |
| Captain Plaskett, | - | - | 5 00 |
| Captain Austin, | - | - | 5 00 |

**CAMPBELL'S RESIDENCE ON OAHU,
1809-1810.**

CHAPTER X.

[Continued.]

Smoking tobacco is another luxury of which the natives are very fond. The plant grows in abundance upon the islands, and they use it in a green state. In their tobacco pipes they display their usual taste and ingenuity. The tube is made of a hollow stem of a kind of vine, fixed to an iron bowl, which is inserted into hard wood. The stem is covered with rings of ivory and turtle-shell placed alternately, the whole being kept firmly together at the top by an ivory mouth-piece.

The women are subject to many restrictions from which the men are exempted. They are not allowed to attend the morai upon taboo days, nor at these times are they permitted to go out in a canoe. They are never permitted to eat with the men, except when at sea, and then not out of the same dish. Articles of delicacy, such as pork, turtle, shark, cocoanuts, bananas or plantains, are also forbidden. Dog's flesh and fish were the only kinds of animal food lawful for them to eat; but since the introduction of sheep and goats, which are not tabooed, the ladies have less reason to complain.

Notwithstanding the rigor with which these ceremonies are generally observed, the women very seldom scruple to break them, when it can be done in secret; they often swim off to ships at night during the taboo; and I have known them eat of the forbidden delicacies of pork and shark's flesh. What would be the consequence of a discovery I know not; but I once saw the queen transgressing in this respect, and was strictly enjoined to secrecy, as she said it was as much as her life was worth.

Their ideas of marriage are very loose; either party may quit the other when they tire or disagree. The lower classes in general content themselves with one wife; but they are by no means confined to that number, and the chiefs have frequently several. Tamaahmaah had two, besides a very handsome girl, the daughter of a chief educating for him. One elderly chief, Coweooranee, had no fewer than fifteen. They are very jealous of any improper connection between natives and their wives; but the case is widely different with respect to their visitors, where connection of that kind is reckoned the surest proof of friendship, and they are always anxious to strengthen it by that tie.

The virtue of the king's wives is, however, most scrupulously guarded; each of them having a male and female attendant, whose duty it is to watch them on all occasions; should it be discovered that any of the queens have been unfaithful, these attendants are punished with death, unless they have given the first intimation.

Immediately after child-birth, women are obliged to retire to the woods, where they remain ten days, and must not be seen by the men. The queen, who had a daughter whilst I was there, had a house for the purpose of retirement; but in general they have no other shelter but what the woods afford. They also retire in the same manner three days in every month.

A simple garment, called pow, forms the

principal part of the dress of the women; it consists of a piece of cloth about one yard broad and three in length, wrapped several times around the waist, with the end tucked in below, and reaching to the calf of the leg; in cold weather, they throw another piece of cloth, like a plaid, over their shoulders. Round the neck they often wear wreaths of the leaves of a fragrant plant called miri, resembling those of the vine.

An ivory ornament, called palava, is very generally worn, suspended by a hair necklace, neatly plaited into small cords. The hole through which it is passed is large enough to admit the thumb, and the plaits are so numerous as to fill it entirely.

The hair is combed back in front, and plastered over with a kind of lime made from burnt shells. This practice bleaches that on the forehead nearly white.

Their heads are adorned with wreaths of flowers taken from the stock, and strung on the stem of a small creeping plant. They prefer purple, yellow and white, and arrange them alternately, three or four inches of each color. This is twined several times round the head, and has a very elegant appearance. They are at great pains in ornamenting themselves, for which purpose every female is provided with a small mirror. All ranks pay the utmost attention to personal cleanliness.

The dress of the men consists merely of a small girdle, made of taper, called the maro. Upon great occasions, the chiefs wear elegant cloaks and helmets of red and yellow feathers.

The cloth called taper is entirely manufactured by women, and is made from the bark of a tree, which is first steeped in water, and then beat out with a piece of wood, grooved or furrowed like a crimping machine. The bark is laid upon another piece of wood, grooved like the former. As these two instruments are at right angles during the operation, the marks in the cloth are crossed like warp and woof.

It is colored with the juice of berries, laid on with a piece of turtle-shell, shaped like a knife, or with a brush, formed by chewing the end of a slip of bamboo. In this manner it is tinged brown, green, blue, and black; to produce a yellow, the cloth is dipped in a dye prepared by boiling the cone of a tree in water. They often paint a variety of patterns, in which they display great taste and fancy.

This cloth, from its texture, is, when wetted, extremely apt to get damaged, in which state it tears like moist paper; great care, therefore, is always taken to keep it dry, or to have it carefully dried when it is wetted. When they swim off to ships, they hold their clothes out of the water in one hand, occasionally changing it as it becomes fatigued.

The mats with which the floors of the houses are covered, are also manufactured by the women. They are made of rushes, or a kind of broad-leaved grass, split at the stem, and are worked in a variety of patterns.

The natives are most dexterous fishers, and their implements are constructed with much ingenuity. The hooks are sometimes made of mother-of-pearl and tortoise-shell, but those procured from ships are coming into more general use.

Their nets and lines are spun from the fibre of a broad-leaved plant called ourana, similar in appearance to sedge or flags; it is

pulled green, and the outside stripped off with a tortoise-shell knife, after which it is steeped in water; the fibres are separated by the nail, and spun into lines by rolling them between the hand and the thigh. The lines have sometimes two strands, and sometimes three, and are much stronger than those of hempen. They drag these lines after their canoes, and in this manner take bonettas, dolphins and albicores. For the hooks of their own manufacture bait is not required, the mother-of-pearl shank serving the same end. When wire hooks are used, they wrap a piece of white cloth round them.

The nets in which they take the flying fish are made of twine of the same material. They are about a hundred yards in length, by three or four yards in breadth, and have a large bag in the center,

They are set like herring-nets, with the upper edge floated by buoys of light wood, whilst the lower edge is kept under water by weights of lead or iron. In order to prevent the fish from flying over, branches of trees are laid all along the head-line. When properly extended, a canoe at each end of the net gradually advances, forming it into a circle, into which the fish are driven by a number of canoes, who fill up the open side, and beat the surface violently with branches. When the canoes at each end of the net meet, they gradually take it in, contracting the circle till the fish are forced into the bag in the center.

In this manner prodigious numbers are taken. I have known them return after a day's fishing, with ten or twelve canoes deeply loaded. Sometimes the net is so full, they cannot take it on board, and are obliged to drag it after them to the shore.

They have a singular method of catching fish by poison. This is done by means of a herb like heath, stripped of its bark and bruised; with this they dive to the bottom and place it beneath the stones, where the fish lie. The poison is so powerful, that in a short time they sicken and come up to the surface. When taken they are instantly gutted, in order that the poison in their stomachs may not affect the quality of the fish.

The occupiers or proprietors of land are entitled to the privilege of fishing upon their own shores as far as the tallest man in the island can wade at low water, and they may exercise that right at all seasons; but beyond that the sea is tabooed, except at two periods in the year of six weeks each, during which unlimited fishing is allowed; at these times it is the general employment of the natives, and they cure enough to serve them throughout the tabooed season.

In every article of their manufacture these islanders display an extraordinary degree of neatness and ingenuity, considering the simplicity of the tools with which they work. The tool in most general use is a kind of tomahawk, or adze, called toe; it was formerly made of hard polished stone, but is now universally made of iron. To form it they lash a thin plate of iron, from one to four inches broad, and five or six long, to a branch which has a piece of the stem attached to it. Plane irons are much in request for this purpose; but the toe is frequently made of an old hoop.

This, with a piece of coral for a file, is almost the only tool used in the construction

of their houses, canoes and implements of wood. The circular wooden dishes, containing from half a pint to five or six gallons, are formed with these simple tools, and are as neatly made as if they had been turned in a lathe. It is astonishing how soon they acquire the useful arts from their visitors. Many of the natives are employed as carpenters, coopers, blacksmiths and tailors, and do their work as perfectly as Europeans.

[To be continued.]

MARINE JOURNAL.

PORT OF HONOLULU, S. I.

[From the Marine report of the P. C. Advertiser.]

ARRIVALS.

Mar. 25—Am wh sh Phoenix, Hinkley, fm Lahaina, off and on.
25—Am wh ship Tahmaroo, Robinson, from Lahaina, off and on.
25—Am wh sh James Maury, Curry, fm New Zealand.
26—Haw brig Victoria, Fish, from California coast.
26—Dan brig Machilde, Clausen, 20 days fm Mazatlan.
26—Am wh brig Agate, Comstock, from Margarita Bay.
26—Am wh sh Mary Frazier, Rounds, off and on.
26—Am wh sh William Tell, Austin, from home.
27—Am wh bark Cavalier, Bourne, fm Tahiti, off and on.
28—Am wh ship Erie, Jernegan, fm Lahaina, off and on.
28—Am wh sh Roman, Devoli, fm Hilo.
28—Am wh sh Florida, Fish, fm Hilo.
28—Am wh ship Fabius, Smith, last from Talcahuano.
29—Am wh brig Oahu, Felber, f a California coast.
29—Am wh sh Caroline, Pontiss, from home.
30—Am wh bark Black Eagle, Edwards, fm Lahaina.
30—Am wh bark Baltic, Bronson, fm Lahaina.
30—Am wh ship William & Henry, Grinnell, fm Lahaina.
30—Am wh sh William Wirt, Osborn, fm New Zealand.
31—Am wh sh Barnstable, Fisher, fm Hilo.
31—Am wh sh Chandler Price, Holcomb, lying off and on.
31—Am bark What-Cheer, Baker, 80 days fm Melbourne.
April 1—Am wh sh Marcia, Billings, fm Lahaina.
2—Am wh sh Brighton, Tucker, off and on.
2—Am wh sh John Wells, Woodbridge, off and on.
2—Am wh sh Rambler, Willis, off and on.
4—Am wh sh Adeline Gibbs, Withington, off and on.
4—Am wh bk Baltic, Bronson, off and on fm Lahaina.
4—Am wh sh Chris Mitchell, Manchester, inside.
4—Am wh sh George & Susan, Jones, off and on.
5—Am wh bk Delaware, Kenworthy, inside.
5—Fr wh sh Nil, Grandisagne, fm Tahiti.
6—Am wh bk Black Warrior, Brown, fm Margarita Bay, 700 brls wh.
7—Am ship Maria Theresa, Coop, from Hilo, off and on.
7—Am wh sh Draper, Sandford, from Hilo, off and on.
8—Am wh sh Maria Theresa, Coop, fm Hilo, off and on.
8—Sch J. D. Carr, Coit, 21 days from St. Bartholomew's Bay.
9—Am wh bark Java, Lawrence, fm Lahaina, off and on.
9—Am wh bark Dromo, Cole, from Lahaina, off and on.
9—Am wh sh Hibernia, Andrews, from Lahaina, off and on.
10—Am wh ship Omega, Whalon, fm Lahaina, off and on.
10—Am wh ship Oregon, Tobey, from Lahaina, off and on.
11—Am wh sh Brighton, Tucker, off and on.
11—Am wh sh Geo. Washington, Brightman, off and on.
11—Am wh sh Ocean Wave, Baker, 10 months out, 180 sp, 1400 wh.
18—Am wh sh Levi Starbuck, Jernegan, off and on.
18—Am wh bk Black Eagle, Fisher, from sea, leaking.
18—Am wh bk Favorite, Smith, off and on.
18—Am wh ship Ohio, Bennett, off and on.
19—Am wh sh Rebecca Simms, Hawes, off and on.
19—Am merch bk Yankee, Smith, 13 days fm S Francisco.
20—Am sch L P Foster, Moore, 28 days fm Puget Sound.
21—Am wh bk Ripple, Chadwick, off and on.
21—Sch Excel, Antonio, fm Kauai.
21—Am wh sh Wm Thompson, Childs, off and on.
26—Am clipper brigantine Josephine, —, 103 days fm New York.

DEPARTURES.

Mar. 24—Amazon, Eldridge, for Ochotsk.
35—Turku, Soderblom, for Ochotsk.
25—Advance, Milne, for Fanning's Island.
26—Am sch Sophia, Homer, for Hakodadi.
26—Sarah Shenf, Loper, for Kodiack and Arctic.
26—Benj Tucker, Barber, for Ochotsk.
26—Phoenix, H undy, for Ochotsk.
26—N. S. Perkins, Kibben, for Arctic.
26—Jereh Perry, Cannon, for Arctic.
26—Japan, Diman, for Ochotsk.
26—John & Elizabeth, Lester, for Ochotsk.
26—John Wills, Woodbridge, for Ochotsk.
27—Fanny Major, Pate, for San Francisco.
27—Arnold, Sarvent, for Ochotsk.
27—Benj Morgan, Sisson, for Ochotsk.
27—Electra, Brown, for Ochotsk.
27—Vigilant, McCleave, for Ochotsk.
27—James Maury, Curry, for Ochotsk.
28—Tybee, Freeman, for the Northward.
28—Folius, Smith, for the North.
28—Mary Frazier, Rounds, for the Northward.
28—Nimrod, Howes, for the Northward.
28—Speedwell, Gibbs, for the Ochotsk.
28—Tahmaroo, Robinson, for the North.
28—Splendid, Pearson, for the Ochotsk.
31—Polar Star, Weeks, for the Ochotsk.

April 2—Brighton, Tucker, for Ochotsk.
2—America, Bryant, for the northward.
2—Hercules, Atherton, for the northward.
2—John Dunlap, Dudoit, for Hawaii via Lahaina.
3—Barnstable, Fisher, for the Ochotsk.
3—Marcia, Billings, for Kodiack.
3—Wm & Henry, Grinnell, Arctic Ocean.
3—Am bark What-Cheer, Baker, for San Francisco.
4—Rambler, Willis, for Kodiack and Arctic.
4—Fortune, Anderson, for northward.
5—Benj Morgan, Sisson, for Kodiack.
5—Emerald, Pierce, for the northward.
5—Thos Dickason, Plaskett, for Och tak.
5—Warren, Huntley, for northward.
6—Adeline Gibbs, Withington, for Kodiack.
6—Brig Emma, Bennett, for Portland, O. T.
6—Brig Mathilde, Clausen, for Hong Kong.
7—Baltic, Bronson, for the northward.
7—Chris Mitchell, Manchester, for the northward.
8—Draper, Sandford, for Kodiack.
8—Dromo, Cole, for Ochotsk.
8—Hibernia, Andrews, for Ochotsk.
9—Maria Theresa, Coop, for the Northward.
9—Java, Lawrence, for the Northward.
9—William Wirt, Osborn, for Arctic.
9—Christopher Mitchell, Manchester, for the Arctic.
9—Baltic, Bronson, for the North.
10—Metropolis, Comstock, for Kodiack and Arctic.
10—Florida, Fish, for Kodiack.
10—Goethe, Austin, for Kodiack.
10—Waialua, Lass, for the North.
10—Omega, Whalon, for the North.
10—Thomas Dickason, Plaskett, for Ochotsk.
10—Oregon, Tobey, for Ochotsk.
10—Black Eagle, Fisher, for New London.
10—Columbus, Edwards, for the North.
12—William Tell, Austin, for the North.
12—Brighton, Tucker, for Kodiack and Arctic.
12—Geo. Washington, Brightman, for Kodiack and Arctic.
12—Delaware, Kenworthy, for the northward.
16—Napoleon III, Morell, for Ochotsk.
16—Ocean Wave, Baker, for the northward.
17—Louisa, Hatheway, for Ochotsk.
17—Brig Agate, Lawton, for the Arctic.
17—Levi Starbuck, Jernegan, Ochotsk.
19—Favorite, Smith, for the northward.
19—Ohio, Bennett, for the northward.
20—Rebecca Simms, Hawes, for the northward.
21—Sch E. L. Frost, Spencer, Ochotsk.

MEMORANDA.

SHIPMENTS PER "POLYNESIA," FOR NEW BEDFORD.

| Ships. | Gallons wh. | Galls sp. | Lbs bone. |
|-----------------|-------------|-----------|-----------|
| Thomas Dickason | 23,350 | — | 13,600 |
| Columbus | 12,600 | — | 5,000 |
| Caravan | — | — | 4,059 |
| Cincinnati | — | — | 2,661 |
| Carolina | — | — | 2,732 |
| Contest | 60,849 | — | 17,648 |
| Jereh Perry | 19,038 | — | 7,216 |
| Sharon | — | — | 2,666 |
| Winslow | — | 5,459 | — |
| Volga | 15,860 | — | — |
| General Pike | — | — | 7,599 |
| Arnold | 37,486 | — | — |
| Polar Star | — | 2,783 | 5,844 |
| Iris | — | 698 | 1,076 |
| Japan | 3,493 | — | 642 |
| Speedwell | — | 5,019 | — |
| Addison | — | — | 1,382 |

At Wytetack in 1857.

Report of bark *Massachusetts*, Capt. Dan. B. Greene.

| | |
|---|--|
| Oct. 13—Enterprise, Brown, of Nan, 34 mos out, 2700 brls oil. | |
| 17—Schr Unknown, Watson, from Sydney. | |
| Nov 3—J D Thompson, Waterman, 28 mos out, 2550 brls oil. | |
| 18—Onward, Norton, of N B, 27 do 1700 do | |
| 18—Navigator, Fisher, of Edg, 37 do 1950 do | |
| 18—Gay Head, Lowen, of N B, 27 do 2900 do | |
| 22—Cleone, Simmons, of N B, 27 do 2900 do | |
| Nov 22—Caroline, Gifford, of N B, 16 do 650 do | |
| Dec 10—Congress 24, Stranburg, 25 do 2600 do | |
| Olympia, Ryan, of N B, 28 do 800 do | |
| Juo Howland, Taylor, of N B, 36 do 1800 do | |
| Baltic, Bronson, of N B, 26 do 2200 do | |
| Jeannette, Pierce, of N B, 40 do 1900 do | |
| 11—Janus, Winslow, of N B, 40 do 2800 do | |
| 13—Joseph Meigs, Coffin, of N B, 36 do 2100 do | |

Capt. Kenworthy, of bk. *Delaware*, reports: Having touched at the Western and Cape de Verde Islands, he directed his course for Tristan d'Aounha, but met with very heavy weather, and head winds, which prevented. On 23d September, Edward Fox, Seaman, native of County Cavan, Ireland, fell from the main top-sail yard, and was instantly killed. November 17th, touched at the Island of Amsterdam. Spoke British ship *Industry* of Glasgow, bound to Melbourne, all well. November 30th, Lat. 42° 45' S, Long. 120° 29' E, saw ship *Erie* of Fairhaven, take two right whales—did not speak her. December 17th, arrived on New Zealand ground, and saw the first right whale—until the 10th January had very fair success, taking 4 whales. It then came on to blow, and continued to do so with such violence until the 28th January, that it was impossible to start the casks of oil on deck, in order to stow the oil down. On the 3rd February, near Chatham Island, saw 2 large sperm whales. Got one. Had boisterous weather saving it. On the 7th whilst boiling, raised a school of sperm whales. Lowered for them, when the first and third officers struck. The whales ran in contrary directions to each other. In a short time the first officer's whale took his line, and got away. In the mean time had lost sight of the third officer's boat. Kept away for where he was last seen, but the winl being very light, sent away a boat to search for the missing one. About dark returned with three seamen, survivors of the crew of the boat, which had been stove and capized by the whale, when Mr. Oliver Ryers, third officer, of Staten Island, N. Y.; Manuel Ignacio de Dios, boatsteerer, of Flores, Western Islands, and Thomas Hodgson, seamen, of

Patterson, N. J., were drowned. The boat was totally lost. Had previously, whilst scudding in a heavy gale, lost the star-board boat off the upper cranes. February 8th and 9th, at Chatham and Pitt's Island. March 4th, touched at Island of Toubouai, and 6th at Ahetiroa, and obtained vegetables &c. March 8th, passed Tahiti, after which had a succession of north-west winds, and calms, until March 28th.

IN TALCAHUANO, Feb. 5, 1858:—Barks Massachusetts, Grattitule, Louisa, Hope, Gifford; ship Tanagerlane, Winslow, took 500 brls whale oil on passage from Honolulu; ship George Howland, Pomeroy; ships Charles Carroll, and Valparaiso, Tilton, 500 brls sp. U. S. steam frigate Merrimac, from Rio, bound to Valparaiso and down the Coast. The sperm whale fleet is late this year, and 'tis said by the residents to be unusually hard times, and dull.

PASSENGERS.

From SEA—per Frances Palmer, March 25—A M Goldard Mrs Green (captain's lady) and 3 children.

For SAN FRANCISCO—per Fanny Major, March 27—Miss Sarah F Beecher, Mrs S P Ford Mr and Mrs Weston, Mrs Eder, Master Weston, Danl Foster, J H Wood, E P Adms, D C Waterman, J B Joseph, Geo E Beckwith, Capt S G Moore, Mr Bennett, Capt C Griggs, Moyer, T M Jordan, W B Knight, T A Dowell, F N Mitchell, W Naylor, J McColgan, E T Hincley, O Aberhardt.

For New Bedford—per Polynesia, April 1—L H Anthon, ady and 3 children, and servant; W P Avis, Mrs O R Wood and 2 children.

For SAN FRANCISCO—per What-Cheer, Apr 3—H M Whitney, Wm Owen, S Mores.

From SAN FRANCISCO—per Yankee, April 20—G M Spencer and lady, Capt F W Turner, Capt John W Brown and son, Benj Brown, James Currie, N W Birrell, R H Stanley, J E Chapman, Albert Poor, Ayert, T A Cartwright.

For PORTLAND, O. T.—per Emma, April 6—E A Burns, S L Booth, H Brackman, W Besse, Samuel Mitchell, H Klattnooph, J Roundtree, S C Kinney, W Brown, W Smith, H G O Robinson, Mrs Immel and daughter.

PORT OF LAHAIA.

ARRIVALS.

Mar. 25—America, Bryant, from Juan Fernandez, 160 sp.
25—Marcia, Billings, from Talcahuano, 30 sp.
25—William & Henry, Grinnell, fm Tahiti, 350 wh, 3000 bone.
26—Bark Caroline, Pontiss, from Tahiti, 70 wh, 600 bone.
27—Java, Lawrence, from Paita, 260 sp.
29—Baltic, Bronson, from Marquesas, 40 sp, 160 wh, 800 bone.
29—Gay Head, Lowen, from Marquesas, 75 wh, 400 bone.
31—Dromo, Cole, from Tombze, 150 sp, 100 voyage.
April 1—Hercules, Atherton, 50 sp.
2—Bark Dromo, Cole, clean.
2—George & Susan, Jones, from Talcahuano, 140 sp.
3—Hibernia, Booker, clean.
6—Geo. Washington, Brightman, 70 sp.
9—Am wh sh Levi Starbuck, Jernegan, 300 sp.
9—Am wh sh Ohio, Barrett, 30 sp, 45 wh.
14—Am wh bk Louisa, Hathaway, 100 sp.
16—Fr wh sh Gen Teste, Beregaux, no report.

DEPARTURES.

Mar. 25—Three Brothers, Cleveland, for Ochotsk.
26—Speedwell Gibbs, to cruise North.
26—Architect, Fish, for Ochotsk.
26—Nimrod, Howes, for the North.
26—Vigilant, McCleave, for Ochotsk.
26—Erie, Jernegan, for Kodiack.
27—Caroline, Pontiss, for Honolulu.
29—Mary, Jenks, for Kodiack.
29—Bark Eagle, Edwards, for Honolulu.
29—Omega, Sanborn, to cruise.
29—Gay Head, Lowen, to cruise.
29—Marcia, Billings, for Kodiack.
29—Gay Head, Lowen, to cruise.
31—Brighton, Tucker, for Ochotsk.
31—America, Bryant, to cruise.
April 1—Christopher Mitchell, Manchester, to cruise.
1—Hercules, Atherton, for Kodiack.
2—Ship Dromo, Cole, for Kodiack.
2—George & Susan, Jones, to cruise.
4—Baltic, Bronson, for Honolulu.
7—Java, Lawrence, to cruise.
8—Bark Dromo, Cole, for Ochotsk.
8—Hibernia, Andrews, for Ochotsk.
10—George Washington, Kodiack.
17—Ohio, Barrett, for the North.
Levi Starbuck, Jernegan, for the North.
14—Louisa, Hathaway, Ochotsk Sea.

MARRIED.

At Hilo, March 16, by Rev. T. Coan, Mr. C. E. RICHARDSON, to Miss AKANA, daughter of Iapali, all of Hilo, Hawaii.

At Plattsburgh, February 17, by Rev. E. B. Chamberlain, Mr. F. B. BLANTON, of Farmville, Va., to Miss ELIZA G. DIELL, daughter of the late Rev. John Diell, Seamen's Chaplain at Honolulu, S. I.

DIED.

In Honolulu, March 26, of disease of the heart, Captain JAMES M. ELDERTON, a native of England, and a Captain in the Hawaiian Artillery.

In this city, April 7, very suddenly, Mr. GEORGE FRIEL, a native of Ireland, about 36 years of age. Mr. Friel was for the past thirteen years a respected resident of Honolulu, and leaves a widow and four children to mourn his loss.

In Pawtucket, R. I., U. S., Rev. RAY POTTER, aged 63 years. At Newton Quarries, England, Jan. 10, Mr. JOHN MAXEY, late a resident of Honolulu.

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To the Owners, and Persons interested in
Whaleships in the Pacific Ocean.

OFFICE OF THE PANAMA RAIL-ROAD COMPANY, }
New York, July 20, 1857. }

The Panama Rail-Road Company takes this method of informing those interested in the Whaling business, of the advantages offered by the Railroad across the Isthmus of Panama, for the shipment of Oil from the Pacific to the United States, and for sending outfits and supplies from the United States to Panama.

The Railroad has been in regular and successful operation for more than two years, and its capacity for the transportation of every description of merchandise, including Oil, Provisions, &c., has been fully tested. The attention of several Captains of whaleships has recently been turned to the subject of shipping their oil from Panama to New York during the present season, and the Panama Rail-Road Company has made arrangements to afford every facility which may be required for the accomplishment of this important object. A Pier, 460 feet long, has been built in the bay of Panama, to the end of which Freicht Cars are run to receive cargoes from lighters or vessels lying alongside, and deliver the same alongside of vessels at Aspinwall. Vessels of from 200 to 300 tons can lie at the Pier with safety, grounding in the mud at low water.

The vessels to and from Aspinwall are fast-sailing brigs, belonging to the Rail-Road Company, and the Company is prepared to receive oil at Panama and deliver it in New York, under **through Bills of Lading** at the rate of seven cents per gallon, if received at the Pier, and eight cents per gallon if received in the harbor from ship's tackles, charging for the capacity of the casks, without allowing for wantage. For whalebone, one and one-half cents per pound. This charge covers every expense from Panama to New York, in case the oil is sent through the Superintendent or Commercial Agent of the Panama Rail-Road Company, insurance excepted. The freights may be made payable on the Isthmus or in New York at the option of the shipper.

The vessels of the Company sail regularly semi-monthly, and the average passages to and from Aspinwall are about twenty to twenty-five days. The time occupied in crossing the Isthmus is four hours. Oil, during its transit across the Isthmus, will be covered with canvas, or conveyed in covered cars, and owners may be assured that every care will be taken to prevent leakage. Several cargoes have already been conveyed to New York without the slightest loss.

Oil or other goods consigned for transportation to the Superintendent of the Panama Rail-Road Company, or to **William Nelson**, Commercial Agent of the Company at Panama, will be received and forwarded with the greatest despatch.

Frederic L. Hanks has been appointed Agent at Honolulu, Sandwich Islands, and is prepared to furnish every requisite information to shippers.

FREDERIC L. HANKS,
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Honolulu, July 1, 1857. 53-1f

NOTICE.

NOTICE IS HEREBY GIVEN THAT THE
annual meeting of the Hawaiian Missionary Society will be held on Tuesday, the 25th day of May. Due notice will be given of the place and hour of meeting. By order of Directors:
JG-1t E. W. CLARKE, Recording Sec'y.

READING-ROOM, LIBRARY AND DEPOSITORY.

SEAMEN AND OTHERS, WISHING
to obtain books from the Sailors' Home Library, will please apply to the Bethel Sexton, who will have charge of the Depository and Reading Room until further notice. Per order. May 1st. 5-tf

ADVERTISEMENTS.

NOTICE TO WHALEMEN.

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Seamen's Chaplain.



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Honolulu, May, 1857. 5-tf

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Honolulu, March 26, 1057. tf

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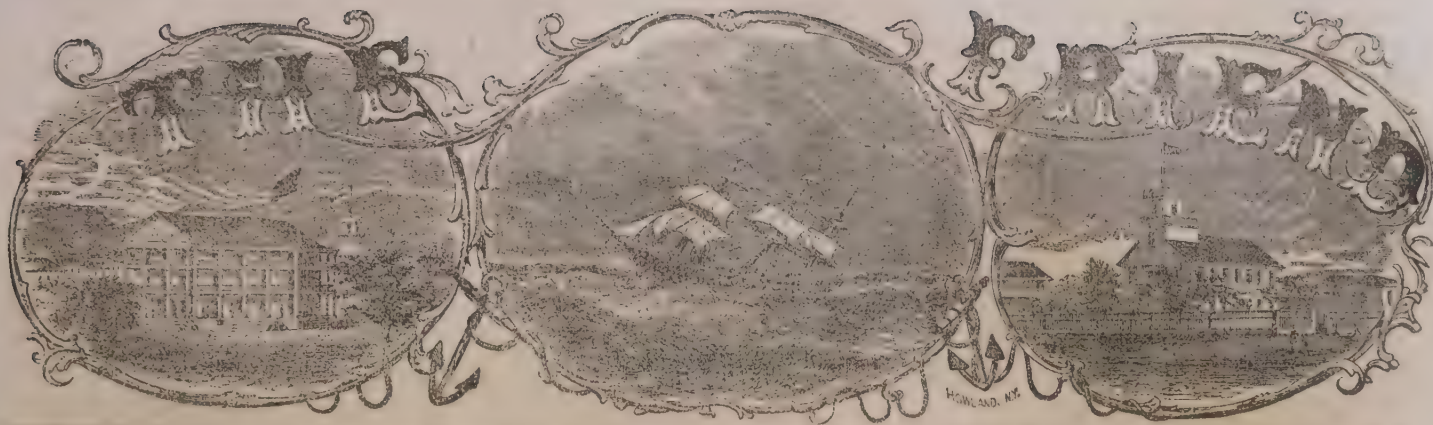
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THE FRIEND.

JUNE 1, 1858.

Hawaiian Missionary Society.

The Hawaiian Missionary Society held its Anniversary on Tuesday, May 25. A full report of the Society's operations was presented by the Rev. L. Smith. The Treasurer, Mr. S. N. Castle, estimated the total amount of receipts at \$3338 97, and expenditures, \$3707 25, showing a debt of \$368 25.

- The following officers were chosen :
- Rev. Asa Thurston, *President*.
 - Rev. S. C. Damon, *Vice President*.
 - Revs. William P. Alexander, Daniel Dole, Titus Coan, B. W. Parker, *Local Vice Presidents*.
 - Rev. E. W. Clark, *Recording Secretary*.
 - Rev. Lowell Smith, *Corresponding Secretary*.
 - Mr. Samuel N. Castle, *Treasurer*.
 - Mr. Warren Goodale, *Auditor*.
 - Messrs. J. T. Waterhouse, G. P. Judd, G. M. Robertson, *Committee*.

Hawaiian Bible Society.

The Hawaiian Bible Society held its annual meeting on Wednesday evening, May 25, at the Bethel.

Judge Andrews was called to the chair. The Treasurer's report was read and accepted.

From the Secretary's report it appeared that the Society had existed 17 years, had raised \$6205, distributed 6290 Bibles and 3728 Testaments, in nine different languages. During the past year, 562 Bibles and 223 Testaments.

The following officers were elected for the coming year :

- Judge Andrews, *President*.
- G. M. Robertson and G. P. Judd, *Vice Presidents*.
- S. C. Damon, *Secretary*.
- A. S. Cooke, *Treasurer*.
- I. Bartlett, R. Armstrong and W. J. Johnson, *Ex. Committee*.

ANNIVERSARY SERMONS.—The Annual Sermon in behalf of the Hawaiian Missionary Society was preached at the Fort Street Church, Sabbath afternoon, May 23d, by Rev. L. Andrews. We intended to have published a full abstract of the admirable discourse, but learn that the Society intend publishing the sermon in full.

The Annual Sermon in behalf of the Bible Society was preached Sabbath evening, May 30, at the Methodist Chapel, by Rev. W. P. Alexander.

The Sermon in behalf of the Tract Society will be preached by the Rev. B. W. Parker.

With this number we conclude the republication of "Campbell's Residence on Oahu, 1809-10." From the frequent remarks which these articles have elicited, we infer that they have been read with much interest by many of our readers. The book from which these chapters have been copied is exceedingly rare. The sketch of the character of Kamehameha I., in this number, is worthy of perusal. Hereafter we intend publishing additional paragraphs from "rare and old authors," now in our possession, and relating to the early history of these islands.

We regret that our crowded columns do not allow the publication of a full report of the interesting revival intelligence received by the last United States mail. Up to the latest dates there was no abatement of interest. The general tenor of all the papers indicate that the awakening is deepening and spreading. We cannot refrain from urging our readers to peruse these newspaper reports with careful attention and true candor. These reports furnish a most interesting and important chapter in the world's history.

We refer our readers to the *Commercial and Polynesian* for full reports of speeches and addresses at the Palace, called forth by the birth of the Prince Royal, the presentation of the new Commissioner, &c.

Success to the guano enterprise at Jarvis Island.

NOTES OF A VOYAGE
TO THE MARQUESAS ISLANDS, ON BOARD OF THE BRIG
"MORNING STAR"—BY REV. ARTEMAS BISHOP.

I.—Outward Passage.

We left Honolulu on the 16th of March, 1858, in the brig *Morning Star*, Capt. Johnson, Master, and A. G. Thurston, Mate. My fellow passengers were, Rev. J. Bicknell, with the Hawaiian teachers, L. Kuaihelani and L. Kaiwi, with their wives. For the first ten days we encountered S. E. gales, which drove us to the westward of the usual course. We crossed the line on the 29th of March, in lon. 152° W., nearly two degrees west of Capt. Moore's track last year. But easterly breezes prevailing, we crossed his track in lat. 10° S. and 150° W. lon., near Caroline Island. From this point we commenced beating to the eastward, and for three weeks we were progressing slowly towards the Marquesas, 600 miles east of us, against a head wind and a strong westerly current. We traversed the Southern Ocean, back and forth, from the 8th to the 13th degrees, sailing about 150 miles per day, and making from 20 to 40 miles as an average day's work on our course. Although the winds of this part of the ocean are called the "S. E. Trades," yet they blow nearly the year round from a quarter varying but a point or two either way from the east. Consequently, they have not the cooling and refreshing power of our northern "Trades." This has been the usual route of our vessels hitherto in sailing to the Marquesas Islands. But it remains a question whether a shorter route might not be found by way of the northern variables to get the easting, and then down to the islands through the "Trades" with a free wind. The first land we sighted was Nukahiva, and on the morning of the 21st April, 36 days from Honolulu, we made Hivaoa.

II.—Arrival.

Here we were detained two days, lying off and on, to receive the families of the Hivaoa missionaries on board; viz: the families of Kauwealoha and Kaukau from Hanakekuaa, and of Kekela from Puamau. On Friday

afternoon we stood out to the N. E. to get to the windward of the island. The night was stormy, with rain squalls. In the morning we were enabled to proceed on our way, and lay our course for Fatuhiva. We arrived off Oomoa, near the roadstead, a little after dark, too late to venture in to the anchorage that evening; so we passed by to the south of the island and lay off, waiting for daylight. In the morning we took a pilot on board, and dropped anchor about 10 A. M., abreast of the Missionary Station. This was on Saturday, the 24th of April, and 39 days from Honolulu.

III.—Landing and Cordial Reception.

I removed on shore with the Missionaries, where we were most kindly received by the Rev. J. Kaiwi and wife. I took up my residence in the house of Mr. Bicknell, and took my meals at the long table set by Kaiwi, and furnished by the people of Oomoa. The arrival of the *Morning Star* was to them a great event, giving a consequence to their valley and to the Missionaries that called forth a liberality never before exerted by that people. On every side were greetings and expressions of cordial welcome which I had never expected to witness. Hogs, breadfruit, cocoanuts and bananas were brought in, more than all the Missionaries and their families could possibly consume. The surplus was sent off to the vessel, and we were all supplied in the greatest profusion.

IV.—Examination of Candidates for Church Membership.

The Mission assembled in the evening to examine some candidates for church membership. Five persons presented themselves for the purpose. They were examined on their personal experience, their ideas of the true God, and what they thought concerning their heathen gods, on their belief in Jesus Christ as the Savior of sinners, and their ideas of Christian duties. They were accepted by the brethren, and a resolution passed to receive them the next day.

V.—Examination of Kuaihelani for Ordination.

We afterwards proceeded to examine Lota Kuaihelani, in reference to his qualifications for the work of the Gospel Ministry. After a very satisfactory examination, the Missionaries voted to proceed to his ordination the next day, appointing the services of the afternoon for that purpose.

VI.—Sabbath Exercises.

The congregation on the Sabbath consisted of about 100 persons. But this is more than the usual number on ordinary occasions. After the sermon of the morning, the five candidates were received by the Pastor, Rev. J. W. Kaiwi, and, at his particular request, I baptized them.

We then proceeded to the celebration of the Lord's Supper, at which were the 15

Missionaries, the 6 native church members, and 4 or 5 strangers from the *Morning Star*. In the course of my remarks, during the ordination, I took occasion to say that the Marquesan Mission had great occasion to be thankful to God for the good measure of success already obtained at the station where they had labored the longest. That, during the five years of their operations at Oomoa, they had raised up a little Christian community, who had forsaken their heathenish practices, and professed to believe in Jehovah; that most of these were learning to read, and attended religious meetings more or less regularly. That out of this number, 7 had already been received to the church, one of whom had died. I added, further, that it was five years after the arrival of Mr. Bingham and his associates at Honolulu, before the first converts were received to church membership, and that the number then received did not exceed the number now in the church of Oomoa. They had, therefore, every reason to feel confident that, if faithful in their labor of love for these heathens, God would prosper their work as He prospered us in the Hawaiian Islands.

At the afternoon service, Kuaihelani was ordained to the ministry. Kaiwi read the Scriptures, Kauwealoha preached the ordination sermon, Kekela offered the ordaining prayer, I gave the charge, and Mr. Bicknell the right hand of fellowship. The occasion was a novel one to the people of the place, who looked on with much interest.

VII.—Condition of the People.

I had been two days on shore, and became much interested in the people. They are in the lowest state of barbarism. Their roads, their dwellings, their costume, and their manners, evince this. Their houses, though embowered beneath the greenest forest shade, are of the rudest construction. The roofs, thatched with breadfruit leaves, are tolerably tight. The walls consist of upright bamboos, leaving an opening between each pole; the floors of rough stones, without mats or other furniture, except the wooden trays in which is kept their food. Their dress consists of the tapa girdle and kihei; their ornaments, a bunch of feathers or human hair on each ankle, and a small, curiously carved sea-shell in each ear. Their bodies are hideously tattooed from head to foot, their hair tied up into a high knot above the crown of the head. A fine, athletic form, but besmeared with turmeric and cocoanut oil, giving their skin a yellow tinge, and sending forth a peculiar odor, offensive to the nostrils of strangers, but highly agreeable to themselves. About the waist is worn a girdle, carrying a sailor's sheath-knife. Thus equipped, with a fan in his hand, the lord of creation walks forth with a stately step, as proud and self-satisfied as if he held the reality. He knows

neither subjection nor real want, and why should he not be satisfied with himself?

VIII.—Marquesan Warrior.

He is a warrior, too, and this seems to be his delight. He spends all he possesses in the purchase of guns and ammunition. Not the modern percussion lock—this he dislikes; but the good, old-fashioned flint-lock is his choice, with bayonet and cartouche-box. In order to make the greatest noise, and strike terror into his enemies, he loads it with a double or triple charge of powder, and on this he rams down an enormous slug. But lest mischief should occur to himself in its discharge, he crouches behind some wall or tree, out of sight, points his weapon, shuts his eyes, averts his face, and pulls away. The discharge gives him an enormous kick in the shoulder, turning the muzzle away from the object covered, and goes off with a tremendous roar, and with little damage to any but himself. He never faces his enemy in open battle, but lurks in his path and way-lays him. It matters little to him whether it be some unsuspecting man, woman or child of the opposite party in search of food. If the latter, it is so much the less danger to himself. He falls upon him, kills him, and cutting off his head, he returns home with it in triumph, makes a feast to his *atua*, to whom he presents the skull publicly, and claims the honor of a "brave." Such is the manner of their warfare. They never take prisoners alive, unless to be a sacrifice to their god, when they feast upon their flesh.

IX.—Marquesan Aversion to Labor.

Such is the Marquesan. A noble fellow in his appearance, with much good nature, sprightly in his manners and kind to his friends, with more vivacity than the Hawaiian, but wholly averse to any labor but what is necessary to cook his food, despising subjection to the authority of any one, and indignant at being called a servant even of his chief. The Missionaries cannot hire the people to work, and have to employ strangers for that purpose. These are usually sailors or Polynesians, who have left ships touching at the islands.

X.—Superstitions and Tabus.

These Marquesans are the subjects of many absurd superstitions and foolish tabus, that enter into their every-day acts of life, are a great hindrance to their improvement, and preventing themselves from doing many necessary things. They are offended when any of these superstitions are ridiculed, and will defend them with much zeal. But it is observable that all these peculiarities cease at once when they become under the influence of Christian principles. For this reason, I advised the Missionaries not to make these peculiar customs a prominent topic in their preaching, but to preach Christ crucified for sinners, as the great and only salvation,

together with the moral duties inculcated in the Gospel; for when a man believes, he will, of his own accord, forsake all these foolish customs. This, they informed me, had been their experience. They feel that their mission is to preach the Gospel, not literally to pull down idols and overturn altars. This should be left to the spontaneous action of the people themselves, when they shall feel the power of the word of God in their hearts.

XI.—General Meeting.

On Monday, the 26th of April, the Mission organized for business. Mr. Bicknell was appointed Moderator, and Kekela, Scribe. After reading the General Letter of the Secretary of the Hawaiian Missionary Society, and appointment of committees for business, we proceeded to locate the members not stationed. Rev. Mr. Kaukau, who was left last year in charge of Hauaahi, on Hivaoa, during the absence of Mr. Bicknell, and who was driven from thence by the war that was waged in that valley, was assigned a station at Hauaiapa; on Hivaoa, a large valley two miles to the south of Hanakekuua, the station of Kauwealoha. Pohaku, who had been sick during the whole passage, was associated with Rev. J. W. Kaiwi, at Oomoa, on Fatuhiva.

L. Kaiwi was stationed at Puamau, on Hivaoa, to be associated with Kekela. L. Kuaihelani was allowed to select his place either at Hanavave, a valley four miles north of Oomoa, on Fatuhiva, or at Resolution Bay, on Tahuata, an island lying between Fatuhiva on the S. E., and Hivaoa on the N., distant from the latter at the nearest part about 8 miles. It was uncertain whether a station at Hanavave could be taken at present, as the people of that valley are at war with the people of Oomoa. The only person in Oomoa whose life would be safe to visit the former place, is Matunui, who at the time of our visit was absent at Hivaoa. Kuaihelani intended to take him on his return and visit that people. Should they wish him to stay with them, he will remain there as his permanent station. But should he not remain, he will then proceed to Tahuata, from whence he has received an invitation to become their Missionary.

XII.—Resolution Bay.

This place was the residence of the Rev. Mr. Stallworthy for nine years. But when the French took possession, he was sent away by the chief of the bay. He is now a Missionary at the Samoa Islands. The French expended large sums in fortifying this bay; but the natives had a quarrel with them, which ended in a bloody war on both sides, since which they have evacuated the place, priests and all, and they are without a Missionary of any kind. On a visit to that place, the year before his return here,

Kuaihelani was kindly received by the resident chief, and invited to come and live with him. The only difficulty about it is, there are but a few people left. But it is an important place, is often visited by whaleships, and is the second best harbor in the islands. Besides, there are several intelligent natives there who were the former pupils of Mr. Stallworthy, and who are desirous to obtain a teacher of the Protestant religion.

XIII.—The Typees.

There are two more places on Hivaoa yet to be occupied, and lying on the south side of the island. Those tribes are said to be more numerous than any other on the island. One of these is said to be more barbarous than any of the others, and to go by the appellation of the Typees of Hivaoa. Their true name I have not learned. These places may soon be occupied by Missionaries, should suitable men be found for them. They have been visited by Mr. Bicknell and Kauwealoha, and also by Kekela, I believe. But the inhabitants of one valley are unwilling to receive a teacher belonging to another valley. Such is their clannish feeling, that they will not regard the teaching of a Missionary unless they can call him their own teacher. This is a great hindrance to success. It is owing to the separate and often hostile position of independent tribes. The people are not migratory, as with the Hawaiians. Every man remains with the tribe and in the valley where he was born. His inheritance is there, and his patriotism concentrates there. His neighbors, on the other side of the mountain, are his hereditary enemies, who are often seeking his life, waylaying him to butcher and offer him in sacrifice. This keeps up the feud, and confines his sphere of life to a place not larger than Pauoa or Manoa, and with no means of egress except by sea, or over high and steep precipices.

XIV.—Physical Appearance of Islands.

There is a peculiarity of this archipelago that is uniform throughout the group. Their appearance from the ocean very much resembles the interior of the smaller islands of our group. But there are no reefs along their shores. The mountains send down lofty spurs from the center to the sea, which terminate in abrupt precipices, often embosoming small bays, in any of which vessels may anchor and lie safely, except when the wind blows direct into them. At the head of these bays is a landing for boats through the surf upon a pebbly beach. Directly at the head of the bay extends a verdant deep valley into the interior. In these valleys, and under these trees, are the dwellings of the people. If they were bare of trees, like our coasts, the heat would be intolerable; but here is not only a shade but a cooling breeze. Vegetation grows here with a luxuriance unknown in our islands. But the

hand of cultivation is scarcely known. Still plenty reigns around, and the fruits of the earth drop spontaneously from the trees above them, or they have only to reach up and pluck them down. Such delicious bread-fruits, such rich cocoanut milk, I never expect to taste again. In the enjoyment of these luxuries our Missionaries have grown fat, and have quite lost their desire after the poi of Hawaii.

XV.—Peculiarities of the Language.

I wish to speak, though briefly, of the language of the Marquesans. It more resembles the Hawaiian than it does any other dialect of the Polynesian, and more perhaps than any other resembles the Hawaiian, although I am not so sure of the latter fact. Nearly all its smaller words, its particles, prefixes and suffixes, resemble ours. They use the letters *k* and *t* not interchangeably as we do, but with a separate meaning. Thus *kaoha*, their salutation, is correct, but *taoha* would be incorrect, and *Akua* would be incorrect, though *Atua* is their word for God. This distinction between *k* and *t* is the greatest difficulty our Missionaries have to overcome, in learning the Marquesan dialect. In other respects they quickly pick it up, and speak it as easily as their own, with the exception of the intonations. In the examination of the Mission School on the day previous to our leaving Fatuhiva, I was struck with its strong resemblance to the Hawaiian. Thus in the translation of our old catechism, I was strongly reminded of our school thirty years ago. Thirty scholars, mostly adults, stood up and repeated in concert the words,

"Oai te Atua maui?"—Who is the true God?

"O Jehova te Atua maui."—Jehova is the true God.

"Heaha te Atua?"—What is God?

"He Uhane meitai te Atua, aoe ona pe."—God is a good Spirit, he has no sin.

And so on. All but the last word is like the Hawaiian.

XVI.—Tradition Concerning their Origin.

In conversation with an old chief on Hivaoa, I asked him in these words,

"Oai to outou tupuna matamua oa?"—Who is your earliest ancestor? He replied:

"O Mavi to matou tupuna matamua."—Mavi is our earliest ancestor.

"Mahea to ia vahi i noho ai?"—Where did he dwell?

"Ma Hawaii."—On Hawaii.

"Oai hoi to outou tupuna i hee mui i Nuuhiva?"—Who is your ancestor who first came to Nuuhiva? He replied:

"O Tiki."

"Mai ka aina hea mai ko ia hee ana mai?"—From what land did he come?

Answer: "Mai Hawaii mai"—From Hawaii.

I would notice here, that Mavi, the first

ancestor of the Marquesans, is the most ancient of the Hawaiians, according to the tradition. From olden time, it has been the expression of Marquesans, when one is dead, to say, "Ua mate i Hawaii"—He is dead and gone to Hawaii; that is, he has returned to the land of his ancestors.

These facts, together with the strong resemblance of the two dialects, would seem to confirm the correctness of their tradition that the Marquesas Islands were first settled by Hawaiians, in some remote period of antiquity. But the way by which they arrived there is lost, and rests in the same obscurity as does the manner of peopling all the other islands of Polynesia.

XVII.—The Islands as a Missionary Field.

Attempts have been made by the London Missionary Society, for half a century past, at different times, to evangelize this people, but without success. The A. B. C. F. M. sent a Mission to Nukahiva some twenty-five years ago, which left it after eight or nine months, to labor in the more promising field of Hawaii. There was no security there for life or property. The Catholics have also had Missions at all the principal islands. But they have forsaken Fatuhiva and Tahua-ta, and with the exception of a station at Hivaoa, they are confining their operations to the leeward group, under the protection of French guns. I am not aware that they have met with much success. At Hivaoa, they have houses, and a small chapel, wattle and plastered, together with a small nursery of native girls. But heathenism still prevails at all the islands in all its full ferocity.

XVIII.—Unsuited for the Residence of European Families.

I am satisfied that the condition of society there is unsuited for the residence of American or European families. Shut in by high mountains, and deprived of locomotion, with no access to the world without except by water, surrounded on every side by hostile tribes, and living in constant terror of massacre, a lady and children would not be happy in a residence there.

The case is different with Hawaiian Missionaries. These can soon identify themselves with a people of cognate language and manners, forming intimacies and friendships that soon make them feel at home. Our Missionaries there are happy and contented. Not one of them desires to return. When I asked Naomi whether she did not wish to accompany Kekela, her husband, to visit her friends, she promptly declined, on the ground that if they all went she was afraid they would not be permitted to return. For the present, at least, I am convinced that Hawaiians are better adapted to that field than white families could be. They will need, however, a good, judicious white man among them, to

advise with, especially in the management of their secular concerns. I am happy to add, they have the very man they need, in the person of Mr. Bicknell. He has their entire confidence, and they his. They look up to him as an elder brother and disinterested friend. It appears a striking coincidence of Providence with their wants, which has so happily combined the two elements composing that Mission without the least collision. The same mutual Christian feeling exists among the Hawaiian brethren and their families towards each other.

XIX.—Departure for Hivaoa.

On Thursday, the 29th of April, after a farewell meeting, we re-embarked on board the *Morning Star*, and sailed in the evening for Hivaoa. The returning Mission families were those of Messrs. Kauwealoha, Kekela, Kaukau, L. Kaiwi, and the Rev. Mr. Bicknell. The friends of the Missionaries, also, came off in great numbers to visit the brig, and take leave. We had experienced nothing but kindness from them, from the time we were boarded by the pilot until the hour we weighed anchor to depart. Our wood and water had been procured, fresh meat and vegetables had been sent in abundantly, and now, when the time of payment arrived, we were told they were presented to us, their friends, and the *Morning Star*. Even the pilot refused to take pay for bringing the vessel to anchor.

We assembled with our friends on the quarter-deck, for another farewell meeting. Each of the brethren addressed the multitude in turn, thanking them for their kindness to us all, and explaining the sole purpose of our visit, and the objects we held in view in sending them Missionaries to preach the Gospel, with exhortations to them to hear and believe. After prayer, we gave them the hand, bidding them farewell, and they went ashore.

The next morning we found ourselves off Puamau, Hivaoa, the station of Kekela, where we came to anchor. We lay here unloading the goods for the station until the next day in the afternoon. I went on shore here, and spent the night at the house of Kekela. The same friendliness of the people appeared here as at Oomoa, but not in the same degree. The difference consists probably in the shortness of the time they have had teachers residing with them. At this place we left L. Kaiwi and wife, who are stationed here.

XX.—Visit to Hanakekuu Station.

On Saturday, May 1st, at 2 o'clock, we again weighed anchor and left for Hanakekuu, the station of Kauwealoha. We passed by Hanaahi, at the request of Mr. Bicknell, as his goods and lumber were stowed at the bottom of the hold. In about

two hours we anchored in the Bay of Hanakekuu. The next day, Sabbath, was spent by us all on shore. We held two services under the broad shade of a spreading tree, before the residence of Kauwealoha. His house is nearly half a mile from the beach, with a good horse road, including two bridges, made by himself and three Hawaiians. It is the first thing of the kind ever made on Hivaoa, and it was done while the natives looked on and ridiculed. But they are all very glad to walk on it, and acknowledge its utility.

We left the Bay of Hanakekuu on Wednesday, the 5th of May, accompanied by Kauwealoha and family, with Mr. Bicknell, and beat up to Hanaahi, his station, four miles to windward. We anchored in the afternoon, and immediately began discharging his cattle and lumber. The cattle were landed in good order, but much to the discomfort of a host of boys, who immediately scattered and climbed up into the coconut trees to look at them. These calves had been an object of great interest to the people at all the stations, as the first they had ever seen, except at Puamau, where the Catholics have a few.

The next morning I went on shore, and visited a large banian tree, which covered more than one-fourth of an acre. Mr. Bicknell has forwarded some cuttings of a limb to Dr. Hillebrand.

XXI.—Homeward Bound.

Having completed the unloading, on Friday, the 7th of May, at 2 P. M., we took leave of the brethren and sisters of Hivaoa, who had assembled here on occasion of the expected departure with us of Kekela and his little son for Oahu. Their separation was very affecting. Mr. Bicknell and Kauwealoha accompanied us outside, where they bade us adieu. At 4 o'clock we were outside and under way, with our course directed homeward.

Mr. Thurston, our mate, who had suffered much from neuralgia during our outward passage, now gave up all duty, and returned home as a passenger. Fortunately we found a man at Oomoa capable of taking charge of his watch, so that we suffered no evil from the failure of his efficient services.

On Wednesday morning, the twelfth day out, we made Hilo Bay, and on Thursday noon, the 20th of May, we took our pilot at Honolulu, making the passage in a little less than 13 days.

A kind Providence so directed that no accident whatever befel, either to the ship or to any on board. Our acknowledgments are also due to Capt. Johnson, for the skill and care with which he discharged his duties as master.

During the voyage, morning and evening prayers were attended in the cabin in English. In the steerage, the Hawaiians also held daily morning and evening prayers; and on Sabbaths I preached both in English and Hawaiian. During the voyage, good order was uniformly maintained, and I heard not one profane oath on board.

THE FRIEND.

JUNE 1, 1858.

Hawaiian Evangelical Association.

The Association commenced its daily sessions at the School House near the Stone Church, on the 19th May, at 9 A. M. The Rev. Mr. Johnson, of Waiole, was chosen Moderator, and the Rev. S. E. Bishop, of Lāhaina, Scribe.

The following members of the Association were present: From

HAWAII—Rev. Mr. Shipman, Rev. D. B. Lyman, Rev. T. Coan, Rev. L. Lyons, Rev. Rev. A. Thurston, and Rev. J. D. Paris.

MAUI—Rev. W. P. Alexander, Rev. J. F. Pogue, Rev. C. B. Andrews, and Rev. D. Baldwin.

OAHU—Rev. E. W. Clark, Rev. L. Smith, Rev. J. P. Gulick, Rev. B. W. Parker, Rev. A. Bishop, Rev. S. C. Damon, Rev. R. Armstrong, S. N. Castle, A. S. Cooke, Rev. L. Andrews.

KAUAI—Rev. E. Johnson, Mr. Wilcox, Rev. D. Dole, and Rev. J. W. Smith.

Rev. W. S. Turner, Pastor of the Methodist Church, Honolulu; Capt. John Brown, of the *Morning Star*; Rev. Mr. Kekela, of Marquesas Mission; Rev. Mr. Roberts, of Micronesian Mission—*Corresp'g Members.*

☞ We commend the following item to the careful consideration of the "City Fathers" of Honolulu:

"A man was killed, and his brother wounded, at a 'dance-house' near to Hangtown creek, on Sunday evening."

We copy the above eighteen words from one of our late exchange papers, as they announce one murder, another attempt at murder, and a fearful desecration of the Sabbath, by allowing a "dance-house" to open upon the Sabbath, while our columns would not furnish sufficient space to detail the inferences which might be legitimately drawn from such a paragraph. Well is the place called "Hangtown."

BOAT BLOWN OFF.—Mr. Cook, a passenger lately arrived per whaleship *Jefferson*, has kindly copied the following paragraph from his "Journal," for publication in our columns:

"April 9, 1858.—Lat. 17° 48 S., lon. 147° 58 W., raised a sail at 9 o'clock, A. M., which proved to be an open boat with five natives of Matea, bound for Tahiti. They had been eight days out, having been blown off from their course, and were without provisions. Capt. Henry Hunting, of ship *Jefferson*, asked them on board, gave them their course, which was S. W., about 80 miles from land, and provided them with pork and beef, bread and water, enough for three or four days' consumption, and after wishing them a God-speed, they took their departure in good spirits."

☞ Being desirous of inserting a full report of the second trip of the *Morning Star*, prepared for our columns by the Rev. Mr. Bishop, late Delegate of the Hawaiian Missionary Society, we are necessarily compelled to make our notices of the anniversaries, birth of a young prince, arrival of the new commissioner, and other interesting topics, exceedingly brief.

☞ We call attention to the exercises to be held this evening, at Oahu College. See advertisement.

☞ The *Morning Star* is undergoing repairs, and will be fitted out for her second trip to Micronesia, and will sail in two or three weeks.

THE WORTH OF A SOUL.—When we endeavor to estimate the worth of an immortal soul, we are utterly lost in the attempt. The art of spiritual computation is not governed by the same principles and rules which guide our speculations concerning earthly objects. The value of gold, silver, merchandise, food, raiment, land and houses, is easily regulated by custom, convenience or necessity. Even the more capricious and imaginary worth of a picture, medal or statue, may be reduced to a systematic rule. Crowns and sceptres have had their adjudged valuation, and kingdoms have been bought and sold for sums of money. But who can fix the adequate price to a human soul? "What shall it profit a man if he gain the whole world and lose his own soul? or, what shall a man give in exchange for his soul?" The principles of ordinary arithmetic all fail here, and we are constrained to say that He alone who paid the ransom for sinners, and made the souls of men His purchased possession, can comprehend and solve the arduous question. They are indeed bought with a price; but are not redeemed with corruptible things, as silver and gold, but with the precious blood of Christ, as of a lamb without blemish and without spot. We shall only ascertain the value of a soul when we shall be fully able to estimate the worth of a Savior.—*Leigh Richmond.*

INFLUENCE OF A HOLY LIFE.—There is an energy of moral suasion in a good man's life, passing the highest efforts of the orator's genius. The seen but silent beauty of holiness speaks more eloquently of God and duty than the tongues of men and angels. Let parents remember this. The best inheritance a parent can bequeath to a child is a virtuous example, a legacy of hallowed remembrances and associations. The beauty of holiness beaming through the life of a loved relative or friend, is more effectual to strengthen such as do stand in virtue's ways, and raise up those that are bowed down, than precept, command, entreaty or warning. Christianity itself, I believe, owes by far the greater part of its moral power, not to the precepts or parables of Christ, but to His own character. The beauty of that holiness which is enshrined in the four brief biographies of the Man of Nazareth, has done more, and will do more, to regenerate the world, and bring in everlasting righteousness, than all that has ever been preached or written on the evidences of Christianity.—*Chalmers.*

CAMPBELL'S RESIDENCE ON OAHU,
1809-1810.

CHAPTER X.

(Concluded.)

In the king's forge there were none but native blacksmiths; they had been taught by the armorer of a ship, who quitted the island while I was there.

Almost all their dealings are conducted by barter; they know the value of dollars, and are willing to take them in exchange, but they seldom appear again in circulation, being always carefully hoarded up.

Vessels are supplied with fresh provisions, live stock, salt, and other articles of outfit, for which they give in return cloth, firearms, and ammunition, the teeth of the sea-lion, carpenter's tools, hardware, and in general European articles of every description.

Sandal-wood, pearls, and mother-of-pearl shells, are also the produce of these islands, and are frequently purchased for the China market.

It is probable that the Russians will, in future, derive from hence the principal supplies of provisions for their settlements on the Fox Islands and North-west Coast of America, and even Kamscatka.

With the Island of Atooi the natives carry on a considerable trade. The inhabitants of Wahoo excel in making taper or cloth, whilst those of Atooi excel in canoes, paddles and spears, and they very often make exchanges in these articles.

Owing to the number of ships that are constantly touching at these islands, provisions are by no means cheap. A pig is estimated by its length; the largest size, called poanana, or fathom-pig, measures that length from the snout to the rump, and is valued at two axes; a junk of the thickest part of the sea horse tooth, five or six inches long, a yard and a half of blue cloth, or five dollars.

Those that measure from the elbow to the opposite hand, are valued at one axe, or about half the price of the larger size. A sheep or goat may be had for a smaller piece of ivory; a maro or a pair of fowls for a knife, a pair of scissors, or small mirror.

From their earliest years, the natives spend much of their spare time in the water, and constant practice renders them so dexterous that they seem as much at their ease in that element as on land; they often swim several miles off to ships, sometimes resting upon a plank shaped like an anchor stock, and paddling with their hands, but more frequently without any assistance whatever.

Although sharks are numerous in these seas, I never heard of any accident from them, which I attribute to the dexterity with which they avoid their attacks.

Throwing the top shoots of the sugar-cane at each other, and catching them in their flight, is a favorite amusement, the practice of which tends to render them very expert in the use of the spear.

Dancing, wrestling, and foot-races are also common amusements, particularly at Macaheite time.

The dances are principally performed by women, who form themselves into solid squares, ten or twelve each way, and keep time to the sound of the drum, accompanied

by a song, in which they all join. In dancing they seldom move their feet, but throw themselves into a variety of attitudes, sometimes all squatting, and at other times springing up at the same instant. A man in front with strings of shells on his ankles and wrists, with which he marks time, acts as fugleman. On these occasions the women display all their finery, particularly in European clothes, if they are so fortunate as to possess any. They received great applause from the spectators, who frequently burst into immoderate fits of laughter at particular parts of the song.

They have a game somewhat resembling draughts, but more complicated. It is played upon a board about twenty-two inches by fourteen, painted black, with white spots, on which the men are placed; these consist of black and white pebbles, eighteen upon each side, and the game is won by the capture of the adversary's pieces.

Tamaahmaah excels at this game. I have seen him sit for hours playing with his chiefs, giving an occasional smile, but without uttering a word. I could not play, but William Moxeley, who understood it well, told me that he had seen none who could beat the king.

The game of draughts is now introduced, and the natives play it uncommonly well.

Flying kites is another favorite amusement. They make them of taper, of the usual shape, but of uncommon size, many of them being fifteen or sixteen feet in length, and six or seven in breadth; they have often three or four hundred fathoms of line, and are so difficult to hold, that they are obliged to tie them to trees.

The only employment I ever saw Tamena, the queen, engaged in, was making these kites.

A theatre was erected under the direction of James Beattie, king's block-maker, who had been at one time on the stage in England. The scenes representing a castle and a forest, were constructed of different colored pieces of taper, cut out and pasted together.

I was present on one occasion, at the performance of "Oscar and Malvina." This piece was originally a pantomime, but here it had words written for it by Beattie. The part of Malvina was performed by the wife of Isaac Davis. As her knowledge of the English language was very limited, extending only to the words yes and no, her speeches were confined to these monosyllables. She, however, acted her part with great applause. The Fingalian heroes were represented by natives clothed in Highland garb, also made out of taper, and armed with muskets.

The audience did not seem to understand the play well, but were greatly delighted with the afterpiece, representing a naval engagement. The ships were armed with bamboo cannon, and each of them fired a broadside, by means of a train of thread dipped in saltpetre, which communicated with each gun, after which one of the vessels blew up. Unfortunately the explosion set fire to the forest and had nearly consumed the theatre.

The ceremonies that took place upon the death of a chief have been already described. The bodies of the dead are always disposed of secretly, and I never could learn where they were interred. My patroness, the

queen, preserved the bones of her father, wrapped up in a piece of cloth. When she slept in her own house they were placed by her side; in her absence they were placed on a feather-bed she had received from the captain of a ship, and which was only used for this purpose. When I asked her the reason of this singular custom, she replied, "it was because she loved her father so dearly."

When the king goes to war, I understand that every man capable of bearing arms must follow his chief; for which purpose they are all trained from their youth to the use of arms. I saw nothing like a regular armed force, except a guard of about fifty men, who constantly did duty at the king's residence. There were about twenty of them on guard daily, but the only sentry which they posted was at the powder magazine. All night he regularly called out every hour, "All's well."

They were armed with muskets and bayonets, but had no uniform; their cartridge-boxes, which were made by the king's workmen, are of wood, about thirteen inches long, rounded to the shape of the body, and covered with hide.

I have seen those guards at their exercise; rapidity, and not precision, seemed to be their great object. The men stood at extended order, and fired as fast as they could, beating the butt upon the ground, and coming to the recover without using the ramrod; each man gave the word "fire" before he drew the trigger.

The natives of these islands have been accused of being cannibals; but as far as I could judge, either from my own observation or from the inquiries I made, I believe the accusation to be perfectly destitute of foundation. Isaac Davis, who had the best means of knowing, having resided there more than twenty years, and who had been present and borne a share in all their wars, declared to me most pointedly, that "it was all a lie; that there never had been cannibals there since they were islands."

From a perusal of the foregoing pages, it will be seen that these islanders have acquired many of the useful arts, and are making rapid progress towards civilization. Much must be ascribed, no doubt, to their natural ingenuity and unwearied industry; but great part of the merit must also be ascribed to the unceasing exertions of Tamaahmaah, whose enlarged mind has enabled him to appreciate the advantages resulting from an intercourse with Europeans, and he has prosecuted that object with the utmost eagerness.

The unfortunate death of Captain Cook, and the frequent murders committed by the natives on navigators, particularly in Wahoo, in which Lieutenant Hengist, and Mr. Gooch, astronomer of the *Dædalus*, Messrs. Brown and Gordon, masters of the ships *Jackall* and *Prince Le Boo*, lost their lives, gave such ideas of the savage nature of the inhabitants, that for many years few ships would venture to touch at these islands.

But since Tamaahmaah has established his power, he has regulated his conduct by such strict rules of justice, that strangers find themselves as safe in his port as in those of any civilized nation.

Although always anxious to induce white people to remain, he gives no encouragement

to desertion, nor does he ever attempt to detain those who wish to depart.

In 1809, the king seemed about fifty years of age; he is a stout, well-made man, rather darker in complexion than the natives usually are, and wants two of his front teeth. The expression of his countenance is agreeable, and he is mild and affable in his manners, and possesses great warmth of feeling; for I have seen him shed tears upon the departure of those to whom he was attached, and has the art of attaching others to himself. Although a conqueror, he is extremely popular among his subjects; and not without reason, for since he attained the supreme power, they have enjoyed repose and prosperity. He has amassed a considerable treasure in dollars, and possesses a large stock of European articles of every description, particularly arms and ammunition; these he has acquired by trading with the ships that call at the islands. He understands perfectly well how to make a bargain, but is unjustly accused of wishing to overreach in his dealings. I never knew of his taking any undue advantages; on the contrary, he is distinguished for upright and honorable conduct in all his transactions. War, not commerce, seems to be his principal motive in forming so extensive a navy. Being at peace, his fleet was laid up in ordinary during the whole time of my stay. When he chooses to fit it out, he will find no difficulty in manning his vessels. Independently of the number of white people he has constantly about him, and who are almost all sailors, he will find, even among his own subjects, many good sailors. He encourages them to make voyages in the ships that are constantly touching at the islands, and many of them have been as far as China, the Northwest Coast of America, and even the United States. In a very short time they become useful hands, and continue so as long as they remain in warm climates; but they are not capable of standing the effects of cold.

During my stay the building of the navy was suspended, the king's workmen being employed in erecting a house in the European style, for his residence in Hanaroora. When I came away, the walls were as high as the top of the first story.

His family consisted of the two queens, who are sisters, and a young girl, the daughter of a chief, destined to the same rank. He had two sons alive, one about fifteen, and the other about ten years of age, and a daughter, born when I was upon the island.

The queen was delivered about midnight, and the event was instantly announced by a salute of sixteen guns, being a round of the battery in front of the house.

I was informed by Isaac Davis, that his eldest son had been put to death by his orders in consequence of criminal connexion with one of his wives. This took place before he fixed his residence at Wahoo.

His mode of life has already been described. He sometimes dressed himself in the European fashion, but more frequently laid aside his clothes, and gave them to an attendant, contenting himself with the *moro*. Another attendant carried a fan, made of feathers, for the purpose of brushing away the flies, whilst a third carried his spit-box, which was set round with human teeth, and had

belonged, as I was told, to several of his predecessors.

It is said that he was at one time strongly addicted to the use of ardent spirits; but that, finding the evil consequences of the practice, he had resolution enough to abandon it. I never saw him pass the bounds of the strictest temperance.

His queen, Tamena, had not the same resolution; and although, when he was present, she durst not exceed, she generally availed herself of his absence in the morai to indulge her propensity for liquor, and seldom stopped short of intoxication. Two Aleutian women had been left on the island, and were favorite companions of hers. It was a common amusement to make them drunk; but, by the end of the entertainment, her majesty was generally in the same situation.

BUNYAN AND THE BISHOP.—It is related of Bunyan, that in the height of his usefulness as a preacher, in and about London, the Bishop of the metropolis had a curiosity to see him. The coachman of the Bishop was a frequent hearer of Bunyan, and the Bishop had told him that whenever, in riding out of town, he should chance to meet Mr. Bunyan, he wished to see and speak with him. One day as John was driving his lordship in a portion of the suburbs sufficiently retired for the Bishop to gratify his curiosity, Bunyan was seen plodding his way on foot, with his bundle under his arm, going to preach somewhere in the outskirts. "Your grace," said John, "here comes Mr. Bunyan." "Ah," said the Bishop, "hold up the horses when you overtake him, and let me speak to him." They were soon at his side, the horses were checked, and the Bishop bowed, saying, "Mr. Bunyan, I believe." "Yes, your grace," says Mr. Bunyan, courteously responding. "Mr. Bunyan," said the Bishop, "I am told that you are very ingenious as an interpreter of Scripture, and I have a difficult passage on my mind, about which the critics are in dispute, and of which I would be glad to have your view. It is St. Paul's message to Timothy: 'The cloak that I left at Troas with Carpus, when thou comest bring with thee; and the books, especially the parchments.'" "Well, your grace," replied Bunyan, "it is allowed, I believe, by all, that Timothy was a bishop of the primitive church, and Paul, as all agree, was a traveling preacher. It occurs to me that this may have been designed, in future days, to teach that in primitive times the bishops were accustomed to wait upon the traveling preachers; whereas, in our day, the bishops ride in their coaches, and the traveling preachers, like Paul, are 'minded to go afoot.'"

TWO OR ONE.—The Siamese twins, Chang and Eng, who are in the habit of traveling on railroads on the ticket of a single passenger, were recently going to Charleston, when the conductor complained because they did not each have a ticket, and said that as they occupied two seats they must pay two passages. The agent who had charge of them replied, "Very well, I will give the ticket to Chang, and you may put Eng off the cars."

Dr. Holmes says—"The mind of the bigot is like the pupil of the eye—the more light you pour upon it, the more it contracts."

ADVERTISEMENTS.



MRS. THURM MANAGER.

THE HOUSE IS NOW OPEN FOR THE ACCOMMODATION OF SEAMEN. Board and Lodging will be furnished on the most reasonable terms. Seamen may rest assured that no efforts will be spared to furnish them a comfortable home during their stay in port. Boarders accommodated by the week or single meals.

In connection with the Sailors' Home is a Shipping Office, where applications from Captains requiring Seamen will be punctually attended to.

Board and Lodging for Seamen, per week, - \$5 00

Private Table, for Officers, per week, - - \$6 00

Apply for Board at the office, in the dining-room.

Honolulu, May, 1857.

5-tf

NOTICE TO WHALEMEN.

MACY & LAW,

—DEALERS IN—

WHALEMEN'S SUPPLIES AND GENERAL MERCHANDISE,

Kawaihae, Hawaii.

CONSTANTLY ON HAND a good supply of Hawaiian beef, potatoes, hogs, sheep and numerous other articles required by whalemén. The above articles can be furnished at the shortest notice and on the most reasonable terms in exchange for bills on the United States or orders on any merchant at the Islands. No charge made on inter-island exchange.

Beef packed to order and warranted to keep in any climate. 3-tf.

BIBLE, BOOK AND TRACT DEPOSITORY, SAILOR'S HOME, HONOLULU.

BIBLES, BOOKS AND TRACTS, in the English, French, Portuguese, German, Welsh, Swedish and Spanish languages. These books are offered for sale, at cost prices, by the Hawaiian Bible and Tract Societies, but furnished

GRATUITOUSLY TO SEAMEN.

Also, Office of *The Friend*, bound volumes for sale. Subscriptions received.

N. B.—Seamen belonging to vessels lying "off and on," will be supplied with books and papers, by calling at the Depository, from 12 to 3 o'clock P. M.

S. C. DAMON,

Seamen's Chaplain.

HARDWARE STORE.

ON FORT STREET, NEAR HOTEL STREET.

LOCKS of all kinds, Hinges, Screws, Tacks, Razors, Cut and Wrought Nails, Spikes, Brads, Files, Carpenters' Tools of all kinds, Pocket and Sheath-Knives, Marlinspikes, Caulking-Irons and Mallets, and numerous other articles, for sale at the lowest prices, by (tf) W. N. LADD.

E. HOFFMANN,

PHYSICIAN AND SURGEON,

Office in the New Drug Store, corner of Kaahumanu and Queen streets, Makee & Anthon's Block. Open day and night.

J. WORTH,

HAVING established himself in business at Hilo, Hawaii, is prepared to furnish ships with Recruits, on favorable terms for Cash, Goods or Bills on the United States.

IRON HURDLES

FOR SALE at the Hudson's Bay Company's Store, eight feet long—three dollars each.

ADVERTISEMENTS.

To the Owners, and Persons interested in Whaleships in the Pacific Ocean.

OFFICE OF THE PANAMA RAIL-ROAD COMPANY, }
New York, July 20, 1857.



The Panama Rail-Road Company takes this method of informing those interested in the Whaling business, of the advantages offered by the Railroad across the Isthmus of Panama, for the shipment of Oil from the Pacific to the United States, and for sending outfits and supplies from the United States to Panama.

The Railroad has been in regular and successful operation for more than two years, and its capacity for the transportation of every description of merchandise, including Oil, Provisions, &c., has been fully tested. The attention of several Captains of whaleships has recently been turned to the subject of shipping their oil from Panama to New York during the present season, and the Panama Rail-Road Company has made arrangements to afford every facility which may be required for the accomplishment of this important object. A Pier, 450 feet long, has been built in the bay of Panama, to the end of which Freight Cars are run to receive cargoes from lighters or vessels lying alongside, and deliver the same alongside of vessels at Aspinwall. Vessels of from 200 to 300 tons can lie at the Pier with safety, grounding in the mud at low water.

The vessels to and from Aspinwall are fast-sailing brigs, belonging to the Rail-Road Company, and the Company is prepared to receive oil at Panama and deliver it in New York, under **through Bills of Lading** at the rate of seven cents per gallon, if received at the Pier, and eight cents per gallon if received in the harbor from ship's tackles, charging for the capacity of the casks, without allowing for wantage. For whalebone, one and one-half cents per pound. This charge covers every expense from Panama to New York, in case the oil is sent through the Superintendent or Commercial Agent of the Panama Rail-Road Company, insurance excepted. The freights may be made payable on the Isthmus or in New York at the option of the shipper.

The vessels of the Company sail regularly semi-monthly, and the average passages to and from Aspinwall are about twenty to twenty-five days. The time occupied in crossing the Isthmus is four hours. Oil, during its transit across the Isthmus, will be covered with canvas, or conveyed in covered cars, and owners may be assured that every care will be taken to prevent leakage. Several cargoes have already been conveyed to New York without the slightest loss.

Oil or other goods consigned for transportation to the Superintendent of the Panama Rail-Road Company, or to **William Nelson**, Commercial Agent of the Company at Panama, will be received and forwarded with the greatest despatch.

Frederic L. Hanks has been appointed Agent at Honolulu, Sandwich Islands, and is prepared to furnish every requisite information to shippers.

JOS. F. JOY, Secretary

FREDERIC L. HANKS,

Agent Panama R. R. Co., Honolulu S. I.

64-12m

"THE FRIEND" SENT ABROAD.

OUR LIST OF FOREIGN SUBSCRIBERS has been increasing for several years, and is now larger than ever before. We should rejoice to have it become so large that the Friend might become a self-supporting paper, and the necessity removed of calling for donations. When that time arrives, our patrons may be sure they will not find us appealing for funds.

The Friend will be sent to any part of the United States, and the Hawaiian and United States postage prepaid, or included, for \$2 50.

Any sailor subscribing for the paper to forward to his friends, will receive a bound volume for the last year gratis.

55 For Three Years.

For \$5, the publisher will send the paper (POSTAGE INCLUDED) for one year, and furnish a bound volume for 1856, together with all the numbers for the current year. This liberal offer includes a subscription of the Friend for THREE YEARS.

Bound volumes for sale at the Chaplain's Study and Depository, at the Sailors' Home. A deduction will be made to those purchasing several volumes, and always furnished to seamen at cost price.

* * We desire to call the special attention of all masters, officers and seamen to the importance of doing their part towards sustaining this paper. It was never intended to make the paper a money-making concern. The publisher prints 1,000 copies of each number for gratuitous distribution among seamen visiting Honolulu, Lahaina and Hilo. This rule has been practiced for more than ten years, and hence the paper has become so generally circulated among seamen in all parts of the Pacific. tf

READING-ROOM, LIBRARY AND DEPOSITORY.

SEAMEN AND OTHERS, WISHING to obtain books from the Sailors' Home Library, will please apply to the Bethel Sexton, who will have charge of the Depository and Reading Room until further notice. Per order. May 1st. 5-tf

MARINE JOURNAL.

PORT OF HONOLULU, S. I.

ARRIVALS.

April 22—Am wh sh Uncas, Luce, fm Hilo, off and on.
 24—Am wh ship Martha, Manchester, off and on.
 26—Am clipper brig Josephine, Stone, 103 days fm New York.
 27—Am wh bk Janus, Raynor, clean, off and on.
 28—Am wh bk Union, Hedges, from Mongonui, 25 sp.
 29—Montreal, Sowle, New Bedford.
 29—Paulina, Steen.
 29—Am bark Mayflower, Raymond, 19 days from San Francisco.
 30—H. B. M.'s steamer Retribution, Barker, 32 days from Callao.
 May 3—Br brigantine Recovery, Mitchell, from Vancouver's Island.
 4—Am wh ship Jefferson, Hunting, from Mongonui, off and on.
 20—Am bark Fanny Major, Patz, from San Francisco.
 May 20—Am Miss packet Morning Star, Johnson, 13 days from Marquesas.
 26—Am mor sh John Marshall, Pendleton, 13 ds fm Jarvis Island.
 22—Br sch Alice, from sea, leaking.

DEPARTURES.

April 25—Brig Antilla, Harris, for Liverpool.
 26—Am wh ship Uncas, Luce, for the Northward.
 26—Martha, Manchester, for the Northward.
 28—Janus, Raynor, for the northward.
 29—H. B. M.'s steamer Vixen, Moore, for Valparaiso via Tahiti.
 29—Oahu, Fehlb, for the Arctic.
 30—Paulina, Steen, for the North.
 30—Montreal, Sowle, for the North.
 May 1—Josephine, Stone, Jarvis' Island.
 1—Martha, Manchester, for Kodiack.
 1—Yankee, Smith, for San Francisco.
 3—H. B. M.'s steamship Retribution, Barker, for Hong Kong.
 4—Eliza & Ella, Lunt, for New Bedford.
 4—Frances Palmer, Green, for Arctic.
 4—Union, Hedges, for Kodiack.
 5—Jefferson, Hunting, for Kodiack.
 10—Mayflower, Raymond, for Tekeale, W. T.
 13—Black Warrior, Brown, for the Arctic.
 13—Recovery, Mitchell, for Vancouver's Island.
 19—Br Sch Alice, Gates, for Vancouver's Island.

[From the Marine report of the P. C. Advertiser.]

MEMORANDA.

Capt. Mitchell, of the *Recovery*, from Victoria, Vancouver's Island, reports:—H. B. M.'s steam frigate *Satellite*, sailed April 2d for San Francisco. Left at Victoria, H. B. M.'s steamer *Plumper*, surveying. H. B. M.'s steamship *Havannah* was expected daily with troops and stores. H. B. Co.'s steam propeller *Otter*, and paddle-wheel steamer *Beaver* sailed for the North about April 2d. H. B. Co.'s ship *Princess Royal* sailed for London about March 25, with cargo of furs.

REPORT OF SHIP JOHN MARSHALL, FROM JARVIS ISLAND.—Left Honolulu on the afternoon of February 27. Had pleasant weather for two weeks—winds easterly. March 12, passed to the westward of Christmas Island—fell to the leeward on account of westerly current, and had to beat up. Did not reach Jarvis Island until the 31st of March. On the 31st, at 7 P. M., anchored off the south-west point in 15 fathoms water, with 75 fathoms chain. On the 2d of April, placed moorings—a large anchor of five thousand pounds in 35 fathoms water, with 60 fathoms chain. Laid until the 8th of May, during which time discharged all her cargo, including 20 tons coals, provisions and water for the men for three months. Erected the buildings—todd on board 400 tons guano, leaving on the island Mr. Chas. H. Judd and 23 men; started for Honolulu May 8th, and arrived on the 28th—13 days passage—winds E.N.E.

Extract of a letter from Mr. C. H. Judd:—"Monday, April 5th, the *Helen Snow*, a clipper whaler, Captain Nye, came close in to the island, and I went on board. She was 5½ months from New Bedford, bound to the westward, whaling. Capt. Nye has 200 barrels sperm. He said he thought he might stop at New Nantucket. I gave him some eggs when he came on shore. He said he could bring the *John Marshall* and anchor her off the boat entrance."

REPORT OF BRIG MORNING STAR, FROM MARQUESAS.—Left Honolulu March 16. During the first ten days encountered S. E. gales which drove us to the westward of our usual course. March 29, crossed the line in long. 162° W., nearly 2 degrees west of Capt. Moore's track on the previous voyage. Easterly winds prevailing, we had a dead beat of three or four weeks, making but from 20 to 30 miles per day on our course. It is here suggested that perhaps a shorter route might be found to the Marquesas by way of the northern variables, in order to first get the necessary easting and then run down through the trades. April 21, arrived at Hivaoa, 36 days from Honolulu. Left Ha-naahi Bay May 7, at 4 P. M., and after a pleasant passage of 13 days arrived at Honolulu, Thursday noon, May 20.

LAND.—Capt. Andrews, late of the whaling brig *Frances*, lost

in Margarita Bay, has obtained command of the ship *Hibernia*, in place of Capt. Boker, who is compelled to leave her by the state of his health. Being hurried in his departure, Capt. Andrews requested me to make known, through the *Friend*, his deep sense of the kindness of those who have aided him and his family in their strait, but especially that of Capt. Barber of the *Benjamin Tucker*, who liberally supplied their necessities while at the bay, and gave them passage to the islands. Capt. B., he assures me, has a *big heart*.

Lahaina, April 9, 1858.

S. E. BISHOP.

PASSENGERS.

For TEKEALET—per *Mayflower*, May 8—Messrs G Rahe, W Sherman, G C Mooney, Kimopupuka and Ulu.
 For VICTORIA—per *Recovery*, May 13—Messrs Burton, Brank, and Cooper.
 For VICTORIA—per *Alice*, May 19—Mr Chapman, (supercargo,) and Keoki, Manoa, Pahu, Keoki, deck passengers.
 From SAN FRANCISCO—per *Fanny Major*, May 20—Judge J W Borden, U S Commissioner, lady and son, Mrs J R Von Pfister and 2 children, Mr E H Hale, lady and daughter, Capt J Collins, E P Adams, E Hopkins, C A Pitcher, Fred Low, John Jesler, D Trainor, S Isaacs.

MARRIED.

In Honolulu, May 24, by Rev. S. C. Damon, Mr. HENRY BRUNS, of Lihue, Kauai, to Miss A. MARIA ADALHAID SCHLEFFS of Honolulu.

April 5, at Kalsus Plain, Washington Territory, Mr. CHARLES JAMES BIRD, of Kalsus Plain, to Miss ELIZABETH VON PFISTER of Honolulu, by Rev. Dr. McCarty.

DIED.

In Honolulu, May 27, Mr. HATDON COGGESHALL, of New Bedford, aged 22 years.

In the U. S. Hospital, Honolulu, May 26, Mr. THOMAS SOMERS.

In the United States Hospital, Lahaina, May 22, OBED HUSSEY, a native of Nantucket, Mass. He had resided about three years at Lahaina, and for part of the time was engaged in Dr. Dow's drug store.

In this city, on Saturday evening, May 15, GEORGE PAUL RIVES, aged 35 years, after a short illness. He was a son of the late John Rives, one of the first French residents at these islands.

In Honolulu, May 30, JOHN BARTLETT, aged 45 years and 4 months, a native of England. He was for the past 21 years a much respected resident of these islands.

In San Francisco, April 26, I. P. INGOLS, a native of Boston, Mass., aged 26—a brother of N. L. Ingols, of Honolulu.

In East Boston, March 9th, CHARLOTTE MARIA, wife of Chas. F. Hussey, and daughter of the late James Athearn, Esq., formerly of Nantucket, 41 years, 8 months.

Thy pilgrimage ended, thy sufferings o'er,
 Thou hast slept and awakened on yonder bright shore;
 Thy body of earth thou hast left for the sod,
 Thy spirit's fled upward, to be with thy God!

Fare thee well! we shall miss thee while here we may dwell;
 But sweet angels whisper, with thee it is well;
 Then let us not sorrow—our loss is her gain;
 May we "up and be doing," and grieve without pain.

Thou hast left us "thy darling"—a bud from the stem;
 We will nurture her kindly—this heavenly gem;
 Most watchful we'll guard it till Jesus shall call
 For more of his jewels;—we'll give them up all. E. BOSTON.

PLACES OF WORSHIP.

SEAMEN'S BETHEL—Rev. S. C. Damon Chaplain—King street, near the Sailors' Home. Preaching on Sundays at 11 A. M. and 7½ P. M. Seats free. Sabbath School after the morning services.

FORT STREET CHURCH—Corner of Fort and Beretania sts.,—Pulpit temporarily occupied by Rev. Lorin Andrews. Preaching on Sundays at 11 A. M. and 7½ P. M. Sabbath School meets at 10 A. M.

METHODIST CHURCH—Nuuanu avenue, corner of Tutul street—Rev. Wm. S. Turner, Pastor. Preaching every Sunday at 11 A. M. and 7½ P. M. Seats free. Sabbath School meets at 10 A. M.

KING'S CHAPEL—King street, above the Palace—Rev. K. W. Clark Pastor. Services, in Hawaiian every Sunday at 9½ A. M. and 3 P. M.

SMITH'S CHURCH—Beretania street, near Nuuanu street—Rev. Lowell Smith Pastor. Services, in Hawaiian, every Sunday at 10 A. M. and 2½ P. M.

CATHOLIC CHURCH—Fort street, near Beretania—under the charge of Rt. Rev. Bishop Maigret, assisted by Abbe Modeste. Services every Sunday at 10 A. M. and 2 P. M.

NOTICE.

AN ADDRESS WILL BE DELIVERED before the Philomathian Society of Oahu College, by the late President, W. H. GULICK. Subject—"Enthusiasm an Element of Success." After the address there will be a short discussion on the question—"Should the use of Tobacco be made a subject of Discipline in the Hawaiian Churches?"

The exercises will be held in the College Hall, on TUESDAY EVENING, the 1st of June, at half-past 7 o'clock.

The friends of the Society and the public are respectfully invited to attend. Per order of the Society.

100-11"

D. B. LYMAN, Jr., Sec'y.

ADVERTISEMENTS.

A. P. EVERETT,
 COMMISSION MERCHANT,
 Corner of Queen and Nuuanu streets, Honolulu, H. I.

REFERENCES.

Messrs. SAMPSON & TAPPAN, Boston.
 " E. D. BRIGHAM & Co., "
 " BUTLER, KEITH & HILL, "
 Honolulu, July 1, 1857. 53-17

B. W. FIELD,
 COMMISSION MERCHANT,
 HONOLULU, OAHU, H. I.

By Permission, he Refers to

C. W. Cartwright, President of Manufacturers' Insurance Company, Boston;
 H. A. Pierce, Boston;
 Thayer, Rice & Co., Boston;
 Edward Mott Robinson, New Bedford;
 John W. Barrett & Sons, Nantucket;
 Perkins & Smith, New London.
 B. F. Snow, Honolulu.

SAM'L N. CASTLE. ANOS S. COOKE

CASTLE & COOKE,
 IMPORTERS AND WHOLESALE AND RETAIL
 DEALERS IN

GENERAL MERCHANDISE,

At the oldstand, corner of King and School streets, near the large Stone Church. Also, at the Store formerly occupied by C. H. Nicholson, in King street, opposite the Seamen's Chapel.

Agents for Jayne's Medicines.

B. PITMAN,
 DEALER IN
GENERAL MERCHANDISE, AND
HAWAIIAN PRODUCE,
 BYRON'S BAY, HILO, HAWAII, S. I.

All Stores required by whale ships and others, supplied on reasonable terms, and at the shortest notice.

WANTED—Exchange on the United States and Europe. Oct. 2, 1854.

DR. J. MOTT SMITH,
 DENTIST.
 OFFICE, CORNER OF FORT AND HOTEL STREETS.
 HONOLULU, H. I.

GILMAN & CO,
 Ship Chandlers and General Agents,
 LAHAINA, MAUI, S. I.
 Ships supplied with Recruits, Storage and Money.

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 PHYSICIAN AND SURGEON.
 Office Queen street, near Market.

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 HILO, HAWAII, S. I.
 N. B.—Medicine Chests carefully replenished.

G. P. JUDD, M. D.,
 PHYSICIAN AND SURGEON,
 HONOLULU, OAHU, S. I.
 Office, corner of Fort and Merchant streets. Office open from 9 A. M. to 4 P. M.

NAVIGATION TAUGHT.
NAVIGATION, in all its branches, taught by the Subscriber. The writer likewise begs to intimate that he will give instruction to a limited number of pupils in English reading and grammar, geography, writing, arithmetic, &c. Residence, cottage at the back of Mr. Love's house, Nuuanu-street.
 DANIEL SMITH.
 Honolulu, March 26, 1057. tf

MASTS OF ALL SIZES.
FOR SALE BY
 30-17 H. HACKFELD & CO.

A. P. EVERETT,
AUCTIONEER,
 53-1y Honolulu, Oahu, H. I.



New Series, Vol. 8, No. 7.

HONOLULU, JULY 26, 1858.

{Old Series, Vol. 16.

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THE FRIEND.

JULY 26, 1858.

Editorial Reminiscence.

If former tourists had not described every look and corner of the Sandwich Islands, we should feel disposed to scribble a few paragraphs relating to our recent trip to Maui, but particularly Wailuku and Makawao. Those two places are so located that they are perpetually looking each other in the face. Makawao, abiding in mists, looks down upon Wailuku, reposing under its broad and cloudy canopy. At Makawao it rains almost daily, but at Wailuku but seldom, during the summer months. The former, with all its rain and moisture, has no streams or rivulets, but the latter, without rain, supports one of the finest rivers upon the islands, well adapted to water power. The farmers at Wailuku succumb to the indigo, while at Makawao but a few plants only have appeared. At the former spot the herds of horses and cattle fare hard, while at the latter they fatten upon Spanish clover; and, strange as it may appear, such is the moisture in and upon the grass, that horses and cattle go for months without once visiting a stream of water for drink. Wailuku is admirably situated for irrigation, and eventually we hope may become a perfect garden. Makawao, as an agricultural district, has many advantages over most parts of the islands. It was exceedingly pleasant and invigorating to ride along cane-fields well fenced and well tilled, and through wheat fields alive with the busy reapers and their

attendants gathering the wheat into stacks, to protect it from the rain and get it ready for the threshing and winnowing machines. To see all this done by Hawaiians, rendered the sight doubly pleasant. Wheat growing appears to suit the natives, and we hope every locality will be pointed out to them where wheat will grow.

The success of the sugar estates at Makawao, this year, is most gratifying. With capital and good management, success may be confidently expected; but with capital to any amount, and poor management, ruin is certain. Those undertaking the sugar business hereafter, ought surely to profit by past experience or want of experience.

A person visiting either place during the month of June, will not fail to prize the increasing supply of peaches. Most fortunately we hit the season exactly, and the kindness of friends in placing so many at our disposal, will be long and gratefully remembered. If you desire strawberries, they are to be found growing abundantly above Makawao, upon the lava-covered sides of Haleakala. Other fruits abound in that region, such as ohelo and pohas.

It is worth a visit to Maui to obtain a good look at Haleakala, for this one mountain forms the whole of East Maui. We ascended to its summit in 1847, and do not care again to toil up its rugged steep; but the view from the top will richly reward the traveler for all his efforts to ascend.—[See *Friend*, August, 1847.] Other good views are to be obtained beside that from the summit. A spectator at Wailuku, looking across the plain, and upon that lofty dome-shaped mountain, in a clear and cloudless morning, will obtain an idea of vastness and grandeur deeply impressive. Let, however, the sun arise, clouds gather and overspread portions of its sides, then with sunshine and shade alternating, an idea of great beauty and loveliness will be suggested, and long linger an agreeable tenant of the memory.

During our brief visit at Makawao, we

were glad to learn that a most commendable effort has been made among foreigners to sustain public worship in English. We hope the effort may be long sustained, and eventually grow into a flourishing church and society.

We would merely add, that Wailuku is just the place to suit boys during a summer vacation: Its streams, its herds, its shade, its fruits, render the place a sort of boy's Eden.

One thought more and our random remarks are ended. It was pleasant, go where we might, we were sure to meet old sea-faring acquaintances, some of whom we had welcomed when they first landed upon the islands. Having formerly tried to befriend them, it was exceedingly pleasant to witness a willingness to reciprocate kindness, *after many days*.

Ho, for Fraser River!

By reference to our previous volumes, we find that just ten years have rolled away since the rush commenced for California. The present rush for Fraser River reminds us of those early California times. Judging from our San Francisco exchanges, we should infer the gold mania raged with great power. Reports from the new mining districts indicate a re-enactment of the same sad scenes which characterized California a few years ago. The San Francisco *Herald* intimates that famine is likely to prevail at the diggings; if so, the suffering of the approaching winter will be great. If a little editorial advice would peruse some of our readers to "let well enough alone," we should be disposed to indulge in that strain; but we are confident that no advice that we could give would make the least impression upon minds gold-mad. If you will go, reader, hurry off, and, gold or no gold, be ready to return before the fall rains and winter frosts commence, or the chances are that your bodies will become food for the bears and wolves of the wild regions along Fraser River.

OBSERVATIONS RESPECTING
SYDNEY.

We have enjoyed the privilege of reading several letters written from Sydney, by Mr. E. Bailey, of Wailuku, Maui, and addressed to several members of his family. He sailed from Honolulu, passenger on board the ship *India*, Captain Rice. It was generally expected that the *India* would have pursued her voyage direct to New London; but for the purpose of disposing of her cargo, she proceeded to Sydney, and from thence homewards. We would merely remark that Mr. B's family were not aware that the *India* was making so circuitous a passage; hence letters from that remote part of the globe were exceedingly unexpected.

PASSAGE.—We had good weather for the first few days from Oahu; then the trade winds set in and took us down to the equator. On the 30th (of January) we had a heavy rain. The Captain intended to run to the westward of the Fejees, but a strong N. W. wind and thick weather obliged him to run for the Navigator or Samoan Islands. We had a great many squalls, with heavy rains, after passing the equator, till we passed the Samoan Islands. We saw three of those islands—the most easterly. They looked very green and inviting, only the incessant rains would be intolerable. After passing the Navigators we had better weather. We made the passage in 44 days.

APPEARANCE OF THE COAST.—The coast of Australia, as we approached it, appeared much as the islands, but there were no mountains back, nor any ravines cutting their way down to the sea and discharging their waters. The cliffs, too, were perpendicular, and some of them even overhanging—at which I wonder, for the rock is nothing but sand-stone, and soft at that. As we drew near the land, Botany Bay opened on the south, and Broken Bay on the north. Steamers, brigs, schooners and cutters were passing in and out. The greater part of the coasting vessels are brigs and brigantines. The bay is surrounded by ridges of woodland, interspersed with a multitude of pretty houses—gentlemen's country-seats and cottages—which give a very pleasant appearance to the whole scene around the bay.

HARBOR.—This is a very beautiful harbor. You cannot see the ocean from it, as it is entered by a narrow and crooked passage. The only evidence you see of the harbor's connection with the ocean is the rise and fall of the tide, and the saltness of the water, although, as it is at the mouth of the river, it is less salt than the sea outside. There are a multitude of shells in the harbor, and I have been on shore and picked up some. There are a plenty of fish, too.

SYDNEY.—From our anchorage we have

a good view of the town, which stretches over a rising ground, and the suburbs extend several miles. Some of the country-seats are beautiful. There is an abundance of good building stone all about;—it is sand-stone, and easily worked, though it does not admit of any very delicate work; but some of it is hard, and has kept in good condition many years.

HONOLULU IS NOTHING TO SYDNEY.—The best coral buildings in Honolulu are coarse, and will not compare with good buildings here. The business, too, of Honolulu, is nothing compared to that of this place. Many large merchant ships lie alongside the wharves. The shops and stores are full of goods. Drinking places abound.

VISIT TO PARAMATTA.—March 29—I went by railroad to a place called Paramatta, twelve and a half miles, but fifteen by steamers. It is right back in the country. The cars were three-fourths of an hour in reaching the place, but they stopped many times. The country through which we passed had a poor soil, and a great part of it was covered with the original forest, or it might be a recent growth, for the trees were all small. We passed through some pleasant villages, but the country was all flat, and where man had anything to do, he made square work. A vast number of the houses were mere huts, though not of the aborigines. Of them we have not seen a specimen. The whole country, forest or clear, is covered with a thin coat of *manienie*, [a species of grass growing in the S. Islands—Ed.] and the waysides are everywhere covered with it. The village of Paramatta contains 15,000 inhabitants, but they are much scattered. At least every third house is a *tavern*. Having traveled over the place, from 11 A. M., until 3 P. M., I returned by steamer. An hour and a half took us back to Sydney, through the same forest-like scenery, though it has many pretty residences along its banks. They are all *made*, the soil being too poor to produce anything of itself. I saw no farms, and but a few gardens.

FRUITS, VEGETABLES, TREES, &c.—Lemon and orange trees abound; also, apples, pears, peaches and plums, but the fruit is poor and the price very high. I find you can get most things cheaper at Honolulu than in Sydney. The fruits and vegetables here are mostly despicable. It would seem that they have many obstacles to contend with, as cicadas, worms and drought. The English oak is planted in many places, and various pines, firs, oleanders, &c. Wood is very high, for the forests are mostly composed of a worthless tree, that is not even fit for firewood. So is everything high but liquor, and that brings many people down to its level! Red noses abound, and I speak within bounds when I

say that most people here show the effects of drink! It will hardly do for me to tell what is told me about the place, and told, too, in apparently good faith. Of one thing I feel tolerably certain—people here are very much dissatisfied and uneasy. There is almost everything for prosperity except one thing that is water. The country is parched by long droughts, and in many parts the soil is poor, so that at the outset the agriculturist meets obstacles. There are worms and a vast many insects to battle against. Big mosquitoes and fleas abound. Ants are very numerous and savage. I have seen them more than an inch long, with nippers like small shears, and ready to do battle against any odds. They have also serpents and jiggers. The weather often changes very suddenly from one extreme to another. Large bunches of oleanders in flower adorn the streets. Flora pondas abound. There are olive trees in full bearing in the gardens, and I saw a *genuine tea bush* with berries on it.

SOUTH SEA MISSIONARIES.—I have been on shore frequently, and have seen the *John Williams*, which is about to leave on her yearly cruise among the islands. I have seen the Rev. Messrs. Buzacott and Murray. The former is returning to England for good, with the utter failure of health. The latter returns to this station at the Samoan Islands, leaving his wife here in poor health. Today, March 29, the *John Williams* sailed on her cruise.

DEPARTURE.—March 29—We expect to sail to-morrow. The cargo is all on board, and most of the provisions. I shall not probably write again before we sail, but I shall not be much surprised should we be obliged to go into some port before we arrive in New London. My health is more than good. For two or three weeks my old complaint hung around me, but now I am quite well.

* * * * *

SAVINGS BANK.

Some months ago, the benefits and importance of a Savings Bank were discussed in our columns, but the matter was dropped, principally because the Finance Department of the Kingdom was destitute of an officer specially devoted to its management. The Government organ has announced that the Finance Department is now to be presided over by the Hon. D. L. Gregg, late U. S. Commissioner. We do hope the subject of a Savings Bank will not escape his attention. The sphere and bearings of such an institution upon the community, must appear manifest to his mind. We consider the usefulness and healthy influence of Savings Banks as fully settled. Other civilized countries have established such institutions, and why may we not have one in Honolulu? We believe the Government might thereby, at

ten, perhaps eight per cent., per annum, obtain all the money it requires without paying twelve and eighteen per cent. It might require time to introduce the system and secure confidence in deposits, but respecting ultimate success, we entertain no manner of doubt. As to the details of such an institution, we have nothing to say. What we desire is simply this—that there shall be some institution established on the Sandwich Islands, where King and people, foreigner and sailor, professional man and mechanic, father and child, may deposit the funds which have been saved, and feel that they are safe. We copy the following items from our exchanges.

SAVINGS BANKS.—The first Saving Bank was established in England in 1804, through the philanthropic efforts of Mrs. Elizabeth, of Tottenham, and from that time Savings Banks grew rapidly in public favor. They were first established in the United States in Philadelphia in 1816, in Boston in 1817, and in New York in 1819. The Savings Banks in the State of New York now hold on deposit over \$41,000,000, paying over \$2,000,000 interest to depositors the last year. The total number of depositors was 203,804, the average deposit \$203, being the savings of those whose support depends mainly on their daily individual labor.

THE DIME SAVINGS BANK in Baltimore, appears to have demonstrated the practicability of such institutions, and shows how large results flow from small causes. It appears from their annual report that the amount deposited during the financial year just closed, was \$90,503 47, making a total of \$177,668 74. Of this there has been drawn by depositors, \$67,729 90, leaving on hand \$109,968 84. This exhibits an increase during the year of \$22,773 57, notwithstanding the pressure of the times has evidently caused the withdrawal of so large an amount as nearly \$68,000. The increase of depositors during the year has been 300, making in all at the present time, 3,657.

Funeral Sermon,

PREACHED AT THE BURIAL OF THE CREW OF THE "JOHN MILTON"—BY REV. S. L. MERRISON, FEBRUARY 28, 1858, AT EAST HAMPTON, LONG ISLAND, N. Y.

Our readers have been informed of the terrible wreck of the *John Milton*, off the east end of Long Island. With her commander, Captain Harding, many of our readers were acquainted. It seems but yesterday since he left Honolulu as master of a full ship, bound homeward.

The sermon, indicated by the above title, has been forwarded by an old acquaintance residing near the spot where the fatal catastrophe occurred. From its contents, we learn that the *John Milton* was a new ship, having made a successful voyage to San Francisco, returning via Peru, to obtain a freight of guano, touched at Hampton Roads, and proceeded thence to her port of destina-

tion; but when off Long Island, was wrecked, and every soul on board perished.

A passenger left the ship at Hampton Roads, and from him some particulars have been ascertained respecting the crew. S. W. Carey, Esq., has furnished the New York *Herald* with the following extract from a letter received from Edwin B. Kirtley, late passenger per the ill-fated *John Milton*. Till now we have been ignorant of the fate of the other passengers, also the number of the ship's officers and crew. It is now certain that all the bodies save one have been recovered and appropriately interred.

St. Louis, April 9, 1858.

I received yours of March to-day, and hasten to reply. It has been my intention since I first heard of the loss of the ship *John Milton*, to write to some one in New York, giving them what little information I could in regard to the captain and crew. There were aboard the ship, when I left it at Hampton Roads, twenty-six persons all told, viz; fourteen seamen, four boys, carpenter, cook and steward, three mates, the captain and his son Rodolphus. The first mate's name was John M. Cotrell, whose residence was 135 Webster street, East Boston; one of the boys, William Cotrell, was his brother. The second mate, John Wilson, was formerly from Louisville, Ky., but has been living in Chile and California for the last fourteen years. His father, Dr. Wilson, formerly of the navy, still resides in Louisville. The third mate was named Murry; he was from New York, but has been in Oregon and California for the last five or six years. One of the boys, Luscomb, was from New Bedford. W. K. Taylor, a young man about twenty-one years old, was from near New Haven or Bridgeport, I forget which; his father resides near one of those places. Wallace was a boy sent by his friends with Mr. Cotrell home to Wisconsin. The cook, a black man, named John Brown, was from New Bedford. The steward, Austin, was a black man, from Aspinwall, N. G. The names of the balance of the crew I do not remember, or where they were from. There were two other passengers beside myself—a Mr. and Mrs. Thomas. They left at the same time that I did, and reside in the western part of the State of New York, but I do not know at what place.

GOOD REVIVAL RESULTS.—The results of the revival have not been confined exclusively to the church. Nearly every reformatory movement has been benefitted. The temperance reform has, especially, gained much strength. Whole towns have been purged of grog-shops. Hotels and saloons where liquors have been freely sold, have been changed into places of prayer. Drunkards have been reclaimed in large numbers. As in Newburyport, so in other places, crime has been greatly diminished. It is impossible, therefore, to compute the immense benefits and advantages which society will derive both in morals and religion, from this great awakening. Every good citizen will rejoice in this, whether he believes in revivals or not. It is cheering to know that this work is still onward. While we are writing, thousands are beginning the new life, and there is reason to believe that the time is far distant when the work will cease.—*Boston Traveller*.

Sermon before the Haw. Tract Society.

PREACHED BY REV B. W. PARKER, AT BETHEL, SABBATH AFTERNOON, JUNE 7, 1858.

[ABSTRACT.]

"Ye are the light of the world. Let your light so shine before men, that they may see your good works, and glorify your Father which is in heaven."—MATT. 5: 14-16.

Christ here applies to his disciples a strongly significant title—"the light of the world."

It will be in accordance with the true spirit and meaning of the text, if we present the following topics for consideration:

I. The Church as a light.

II. The darkness on which it shines.

III. Some of the ways in which it shines.

IV. The effects produced by its light.

I. The Church as a light.

It is often so called in scripture. Light is a metaphor used for knowledge, truth, purity. "God is light." Christ said, "I am the light of the world"—to his disciples, "Ye are the light of the world."

II. The darkness on which the light of the Church is to shine.

"The world" men—moral beings—"souls benighted." A kingdom of darkness has been set up in our world. More than 400,000,000 are yet in Pagan darkness; 100,000,000 reverence the Koran; 200,000,000 in ignorance and Papal superstition. But portions of this kingdom lie around us. In our midst souls sit in darkness; children of darkness walk our streets; works of darkness are done in our midst.

But this leads to another general topic.

III. To point out some of the ways in which the light of the Church is to shine.

1. By example. We all admit the power of example. Its influence for good or for evil over others is great. It is a maxim with which we have been familiar from our childhood, that "Example is more powerful than precept." It is a teacher, powerful to convince, to convert; and if it fails to convince and convert, it is able to "put to silence the ignorance of foolish men." It is an argument unanswerable by caviller and skeptic. A young man, when about to be ordained to the Christian ministry, said that at one period of his life he had been nearly betrayed into the principles of infidelity, but, added he, "there was one argument in favor of Christianity which I could never refute; that was the consistent Christian conduct of my own father." One of the most distinguished ministers and theological professors of Germany, has lately published an account of his own conversion to Christ. He says, "Up to my nineteenth year I shared the then prevalent rationalistic views. My theological studies did not result in my conversion to the faith of the Gospel. It was brought about by the instrumentality of a Christian layman. His

luminous example of a Christian walk, more than what he told me, led me to think, and assured me at least of this, that Jesus is the Son of God, and that his doctrine and example make up a complete moral ideal, which man must appropriate for the purpose of attaining to rest, and finding peace. Then I believed in Christ, and was able to kneel before Him and pray to Him. Then He became the friend of my soul, whom I learned to consult in all things, as I had formerly consulted my conscience.

Christ recognized the power of example when He instructed, commissioned and sent out his disciples. He taught, too, by his own example—"leaving us an example, that we should walk in his steps."

The apostles appealed to their own example as an unanswerable argument to the truth of the religion they taught—"Ye are our witnesses, and God also, how holily and justly and unblameably we behaved ourselves among you, giving no offence in anything."

The writings of the apostles abound with exhortations to Christians to shine by the example of a blameless, consistent, holy life—"Walk worthy of the vocation wherewith ye are called, without offence, filled with the fruits of righteousness. See that ye walk circumspectly, that ye may be blameless and harmless, the sons of God, without rebuke, in the midst of a crooked and perverse generation, among whom ye shine as lights in the world, that with well-doing ye may put to silence the ignorance of foolish men."

Christian example, then, is the light which should constantly go out from the church and shine on the dark world.

2. The Church is to shine on the world by the truths which it teaches.

3. By union of labor, to give the light of the Gospel to all that are sitting in darkness.

4. By furnishing the means for mental and moral culture.

IV. The effects produced by the light of the Church. Its effect is—

1. To reveal the condition, character and wants of the world.

2. To improve its intellectual and social condition.

3. To save a great multitude of souls.

4. To glorify God.

Remarks, by way of application :

1. How glorious is the Church of Christ—"All glorious within."

2. Let the Church put on her armor of light. This is her weapon.

3. How great the guilt of those who in any way oppose the Church of Christ.

4. Brethren of the Church, how full of instruction is the subject before us. How significant is our title. How great our responsibility. "Arise, shine; thy light has come, and the glory of the Lord risen upon thee."

What Next?

A gentleman residing in Hartford, Conn., has requested us to make the effort to look up an absent son. As in all such cases, we shall try and do our best. What strikes us as somewhat peculiar is this—both father and mother of the truant had professed to be able to cure "the ills that flesh is heir to," by examining a lock of the patient's hair. The following is their card :

"MR. and MRS. METTLER, No. 4 Winthrop street, Psycho-Magnetic Physicians.—Terms: For examinations, including prescriptions, \$5, if the patient be present; and \$10 when absent. All subsequent examinations, \$2. Terms strictly in advance. When the person to be examined cannot be present, by extreme illness, distance, or other circumstances, Mrs. M. will require a lock of the patient's hair. And in order to receive attention, some of the leading symptoms must be stated when sending the hair."

These persons advertise clairvoyant medicines, for curing all manner and descriptions of ills and maladies, from a cut finger to liver complaints, including chapped hands and whooping-cough.

If, now, there is any confidence to be placed in "the lock of hair" system, why not employ it for ascertaining the precise bodily condition of the roving sailor-boy? We cannot for one moment believe that these anxious parents would have allowed him to leave home without leaving behind a lock of his hair! Now is the time to test clairvoyance! If good for patients, why not for physicians? Why not trust the results of clairvoyant medicines or principles? Ah, Mr. and Mrs. Mettler, your system is very good for credulous Yankees, but when your hearts yearn for your absent son, then clairvoyance is a very unsatisfactory science, and the lock of hair system will not stand the test of a father's love or mother's affection.

The following extract may find believers in *enlightened* New England, but not in this distant *heathen* country :

"The wonderful success which has attended the treatment of disease prescribed by the best medical clairvoyants, is a sufficient guarantee that the claims of this hitherto unknown agent are indeed founded in truth. In more than half of the towns and villages of New England are to be found the monuments of its mysterious skill; while thousands of men and women in the Middle and Western States, can testify to-day that their lives have been saved, or their health has been restored, through the agency of medical clairvoyance."

☞ We would extend a cordial welcome to Rev. Mr. and Mrs. Walsworth, from Marysville, California. The duties and responsibilities of a clergyman in that State are great and wearing. We trust a few weeks' sojourn upon the islands will be found both pleasant and invigorating. We understand they design visiting Hilo and the volcano.

☞ Having been obliged to employ a new carrier in Honolulu, we would request of our subscribers that they will notify the editor if they fail to receive their papers.

Funeral Sermon.

By invitation of the Honolulu Rifles, the Rev. E. G. Berkwith preached a sermon at Fort Street Church, Sabbath morning, 25th inst., on occasion of Captain Richard Coady's death. The Masonic Fraternity attended, wearing the customary badge of mourning, Mr. Coady being a member of that body. The attendance of the community was quite large, the church being densely crowded. There were no services at the Bethel and Methodist Chapels. The sermon was founded upon the text—"Be still, and know that I am God." After an appropriate and eloquent introduction, the reverend speaker took occasion to improve the sad event, by enforcing the great lesson of the *Reality, Nearness and Importance of Eternal Things!* The several parts of the discourse were well sustained and impressively delivered.

☞ Our brief remarks upon a Savings Bank, found in another column were written and in type before the appearance of the last *Polynesian*. We are glad to see a leader in that paper upon this subject. "There is a tide in the affairs of men, which, taken in the flood, leads on to fortune." We are confident the truth of this Shakspearean remark will be verified, if a good Savings Bank is established. Even small deposits frequently made, will soon accumulate to a *fortune*. In Boston, a "Three-cents" Savings Bank is in a flourishing condition. In a late English paper we notice the project of a Penny Savings Bank! Give us even a \$5 Savings Bank, and we'll be content.

LOSS OF CLIPPER SHIP "JOHN GILPIN."—If the papers had not fully published the particulars of the loss of this ship, we should notice the sad event at some length. It was a kind and merciful Providence which provided a good vessel at just the critical moment when danger and peril came amid the desolate and icy regions of a southern ocean. The letter and testimony of Capt. Scott, of the *Herefordshire*, fully exonerate Captain Ropes from all blame, although certain low-minded men endeavored to injure his good name and reputation.

☞ Those friends of seamen in the United States, who have addressed us letters of anxious inquiry respecting absent sons and brothers, must not expect satisfactory replies until time has elapsed for the fleet to arrive in the fall, and then for letters to reach the United States.

☞ The Rev. W. S. Turner and wife took passage in the *Emma*, on Saturday last, for San Francisco.

☞ Several notices relating to persons' whereabouts, have been unavoidably crowded out of this number.

[For the Friend.]

Book-Keeping by Double Entry.

Sitting, a few days since, in a merchant's store, my ear casually caught from a neighboring counting-room, a few earnest words from a principal to a clerk on the importance of careful book-keeping. My mind, however, being somewhat given to such vagaries, betook itself to a meditation upon a kind of book-keeping not often I fear touched upon in either counting-room or parlor conversation. I found myself reflecting upon the way in which each act of each human being, from childhood to decay, tells either on the character of the soul itself, or on the external world, whether of matter, animals or men—thus entering itself in the great Book of Nature—writing its own record more faithfully than any in counting-house day-books, in such sort that every impulse, down to the unlooked feeling or unspoken thought, is there as though “graven with an iron pen and lead, in the rock forever;”—forming a record as enduring as the universe, or as the Infinite Mind of which that universe is the “Word.” And yet, faithful as it is, this is not the only record of each soul’s transactions, for in each also is a faculty of memory, and nowhere but in the heathen mythology (and there rather as wished for than believed in) is there a Lethe. As faithfully as the external world, and as enduringly as the soul itself, does Memory hold her record of the past; and assiduously as we may deceive ourselves, she ever and anon makes us aware that there can be no tampering with her entries. So, in the Book of Nature and the Book of Memory, does each life doubly record itself, for its own retrospection and for the views of others. Not an iota is or can be lost, nor can the records be concealed. The universe declares the one, and to the other the supreme court of conscience has ever free access, and may at any moment startle us from our dream of rest, by pointing to some page that perchance we fancied lost beneath the dust of years, and sternly asking, “Was that right?” “That which was spoken to the ear in closets”—that which the soul whispered to itself in the secrecy of its own councils—must “be proclaimed upon the house tops,” and we ourselves cannot avoid passing judgment on its moral character. If it be true that for each, these intallible and everlasting records do exist, (and that it is true, quiet meditation on well known facts would seem sufficient to convince any one,) is it not worth while for each to ask himself, what spirit of life will be revealed by the opening of those books in his case? Will they show fair and honest and honorable transactions, the natural expression of a spirit of love, peace and good will? or will they suggest only a self-seeking spirit which, when seen by the soul itself, in its

moral deformity and littleness, will force it to call upon the rocks and the hills to fall upon it, and hide it from its own more crushing sense of shame and misery?

Surely it is worth while, when we so carefully inspect the records of our pecuniary affairs, also to keep an eye upon the character of those which mark down not only our dollars and cents, but our hearts and lives.

SERMO.

The Cambridge Leather Dresser.

For many years, and many times in a year, I have passed by the shop of a diligent, industrious mechanic, whom I have often seen busy at his trade, with his arms bare, hard at work. His industry and steadiness have been successful, and he has gained a competency. But he still remains wisely devoted to his trade. During the day, you may see him at his work, or chatting with his neighbors. At night he sits down in his little parlor, by his quiet fireside, and enjoys the company of his friends. And he has the most extraordinary collection of friends that any man in New England can boast of. William H. Prescott goes out from Boston, and talks with him about Ferdinand and Isabella. Washington Irving comes from New York, and tells him the story of the wars of Grenada, and the adventurous voyage of Columbus, or the legend of Sleepy Hollow, or the tale of the Broken Heart. George Bancroft sits down with him, and points out on a map the colonies and settlements in America, their circumstances and fates, and gives him the early history of liberty. Jared Sparks comes down from Cambridge, and reads to him the letters of Washington, and makes his heart glow with heroic deeds of that godlike man, for his country. Or if he is in the mood for poetry, his neighbor, W. Allston, the great painter, steps in, and tells him a story—and nobly tells a story so well—or repeats to him lines of poetry. Bryant comes with his sweet wood-notes, which he learned among the green hills of Berkshire. And Richard H. Dana, father and son, come, the one to repeat grave, heart-stirring poetry, the other to speak of his *two years before the mast*. Or, if this mechanic is in a speculative mood, Professor Hitchcock comes to talk to him of all the changes that have befallen the son of Massachusetts since the flood, or before—or Professor Epsy tries to predict a storm. Nor is his acquaintance confined to his own country. In his grave hours, he sends for Sir John Herschel from across the ocean, and he comes and sits down and discourses eloquently upon the wonders of the vast creation, of all the worlds that are poured upon our sight by the glories of a starry night. Nor is it across the stormy ocean of blue wave alone, that his friends come to visit him—but across the darker and wider ocean of time, come the wise and the good, the eloquent and the witty, and sit down by his table, and discourse with him as long as he wishes to listen. The eloquent, blind old man of Scio, with beard descending to his girdle, still blind, but still eloquent, sits down with him; and as he sang almost three thousand years ago among the Grecian isles, sings the war of Troy, or

the wanderings of the sage Ulysses. The poet of the human heart comes from the banks of the Avon, and the poet of Paradise from his small garden-house in Westminster; Burns, from his cottage on the Ayr, and Scott, from his dwelling by the Tweed. In the midst of such friends, our friend the leather dresser lives a happy and respected life, not less respected, and far more happy than if an uneasy ambition had made him a representative in Congress, or a Governor of a State; and the more respected and happy, that he disdains not to labor in an honorable calling.

My young friends, this is no fancy sketch. Many who hear me know as well as I do, Thomas Dowse, of Cambridgeport, and many have seen his choice and beautiful library. But I suppose there is no one here who knows a neighbor of his, who had in his early years the same advantages, but did not improve them—who never gained this love of reading, and who now, in consequence, instead of living this happy and desirable life, wastes his evenings in low company, or taverns, or dozes them away by his own fire. Which of these lives will you lead? They are both open before you.—George B. Emerson.

A MODERN MIRACLE.—A Brahmin once said to a missionary, “You call upon us to renounce our religion and to embrace Christianity, a religion which to us is new and strange. But how are we to know that this new religion is true? You work no miracles in proof of its divine origin. Show us a miracle, and we will believe!” “Come with me,” replied the missionary, “and I will show you a miracle,—one better and more wonderful than any which Ram or Vishnoo ever performed. I will show you a European, a Brahmin, a Mohammedan and a Mahar, all sitting and eating together. They have laid aside their prejudice and pride; they have renounced their caste distinctions; and now, they are brethren! Their hearts are knit together in love; they have common sympathies, common joys. Each is viewed and treated by the others as a brother! Is not this a miracle?—a miracle such as all the annals of Hindooism cannot boast of—a miracle which could be wrought only by a divine power? This the Gospel has wrought, and I adduce it in proof of its divine origin!” “It is true,” said the Brahmin.

TELEGRAPHIC COMMUNICATION BETWEEN RUSSIA AND AMERICA.—A writer from St. Petersburg states that there is much talk in that city in reference to the establishment of telegraphic communication by land with North America. The plan submitted to the Russian government by a Belgian engineer consists in bringing a telegraphic line through Siberia, then establishing a submarine communication between the Cape East, and that of the Prince of Wales, and lastly to join that line to those of the United States across Russian and British America.

☞ Men will prefer even a fanaticism, which is in earnest, to a pretended rationality, which leaves untouched all the great springs of the soul, which never lays a quickening hand on our love and veneration, our awe and fear, our hope and joy.

Who is the Richest Man?

A native of Scotland related to me the following anecdote. He spoke with tears and broken utterance, for he knew that the moral of the story was to himself a solemn admonition.

"The wealthiest man," said he, "in my native parish had a terrific dream. It was a vision similar to that of Eliphaz the Temanite. Job. 4: 12-17. An image was before his eyes, there was silence, and he heard a voice saying, 'To-morrow, before the going down of the sun, the richest man in town shall die.' The dreamer, believing himself to be designated, watched with intense fear the declining sun on the appointed day. At length the orb sank below the horizon, and the bell began to toll. 'It is not me,' he exclaimed. 'Who can it be? I am certainly the richest man in town.' His doubts were soon relieved. A beggar had died, the poorest man in town."

There are two classes of rich men. He who was so terrified by the dream was the richest man as to "the world that now is;" but another was richer than he in spiritual treasures. In him the dream was realized. The one had a greater amount of transitory property than any of his townsmen, but he had "laid up treasure for himself, and was not rich towards God." The other was rich in faith, and regarded as the most godly man in town. A dependent, suffering, Lazarus-like disciple, but an "heir of God, and a joint heir with Christ to an inheritance incorruptible, undefiled, and that fadeth not away, reserved in heaven."

Are you amassing riches and employing them only for self-aggrandizement, the rich man's dream may soon become to you a stern reality. You brought nothing into this world, and it is certain that you can carry nothing out. When you leave these ephemeral riches, or they make to themselves wings and fly away as an eagle towards heaven, will you not be poor indeed without inheritance in the world to come? "Charge them that are rich in this world that they be not high-minded, nor trust in uncertain riches, but in the living God, who giveth us all things richly to enjoy; that they do good, that they be rich in good works, ready to distribute, willing to communicate; laying up in store for themselves a good foundation against the time to come." 1 Tim. 6: 17-19.

Am. Messenger.

PASTOR.

MORE LAMENTABLE THAN THE EARTHQUAKE.

—The people of Salerno, in Italy, since the panic occasioned by the earthquake, have been greatly distressed by the loss of what they regard as one of their most precious relics, the tooth of St. Matthew, which has been stolen. The bishop has ordered the excommunication of the thief, but to no effect, and processions with torches have been equally useless.

THE SABBATH IN GERMANY.—A movement for the better observance of the Sabbath has been begun in Germany; the labor in the post-office on that day has been abridged, the luggage trains on some railroads have been stopped, and efforts made to prevent harvest-work and labor in factories. In Prussia, many military reviews and the exercising of the militia have been transferred to a week day.

"Strike at the Real Cause, Doctor."

A wealthy invalid, who was far too fond of the bottle, sent one day for his physician, and after detaining him some time with a minute description of his pains, aches, and nervous affections, summed up with these words:—

"Now Doctor, you have humbugged me long enough with your good-for-nothing pills and worthless draughts; they don't touch the real difficulty. I wish you to *strike at the real cause* of my ailments, if it is in your power to reach it."

"It shall be done," replied the doctor, and at the same moment he lifted his cane and demolished a decanter of gin that stood on the table.

"Now then," continued the honest physician, "I have struck at the real cause of your ailments;—banish the 'bottle,' and you will have far less need of my pills and draughts."

Working Men! here's a lesson for you, and for me. For many years past, statesmen, politicians, and reformers of every grade have been trying to improve our social, moral, and religious position. Notwithstanding much has been done, yet it is a melancholy fact that new prisons and new workhouses are always being built, or old ones enlarged, and it is also true, that the inmates of these huge buildings are chiefly supplied from our ranks, and that through our drinking habits.

Acts of Parliament are very good things in their place, but like the doctor's pills and draughts they will not do much to raise our morals, if we do not strike a blow at the "bottle."

"Who would be free,
Himself must strike the blow."

Fellow working men! let us strike the blow *ourselves*; instead of spending twenty-five millions a year as we now do in Public Houses and Beer Shops, let us take this mine of wealth to our *own homes*.

British Workman.

A WORKING MAN.

A LITTLE SEED.—Two sailors of West Haven, Conn., on going to sea many years ago, gave a few dollars to their sister, who gave it to her pastor, Rev. Mr. Williston, requesting him to apply it to furnishing those who were destitute with the preaching of the gospel. Mentioning it to some of his ministerial brethren, they met at his house and organized the "Connecticut Missionary Society," to which this gift of the sailors was the first donation. That Society, besides sending many missionaries to the new settlements, was the mother indirectly of the American Board of Foreign Missions, the American Bible Society, and other benevolent institutions.

THE SCHOOL-TAX SELF-PROTECTING.—A gentleman who was complaining of his school-tax, saying, that though he educated his own children at his own expense, he was yet annually paying taxes to educate others, on being told that he was indirectly compensated fourfold for his expenditure, ridiculed the idea. He was asked how much more an acre he would give for a farm of one hundred acres, located in an intelligent and virtuous community, than in one where ignorance and vice prevailed. "Ten dollars," said he. "The interest on one thousand dollars is \$60 a year," was the reply. "Your school-tax is \$6, so that your compensation is tenfold."

Spring in California.

BY MRS. M. D. STRONG.

It brings no blast of the storm-king,
No sound of the driving snow,
It groups us not at the fireside,
To bask in the ruddy glow.
But soft and warm pours the sunshine
All day from a heaven so blue,
And young leaves toy with the light wind
That steals from their cheeks the dew.

The redbreast sings on the oak bough,
The wild-duck is out on the bay,
The lark springs up from the hill-side
And with swift wing darts away.
Mid springing grass on the upland,
Where the star-flower buds peep up,
With folded wing sits the blue-bird
And drinks from the butter-cup.

In the emerald robe of the valley
The golden violet shines,
And the orchis wreathed with the blue-bell
In gorgeous broidery twines.
O month, that cold to the East land
The breath of the storm dost bring,
To us thy days are the fete-days
In the glorious reign of Spring.—Pacific.

The First Sabbath.

And now on earth the seventh Evening arose in Eden, for the sun Was set, and twilight from the east came on, Forerunning night; when at the holy mount Of heaven's high-seated top, the imperial throne Of Godhead, fixed for ever firm and sure, The filial power arrived, and set him down With his great Father; for he also went Invisible, yet staid, (such privilege Hath Omnipresence) and the work ordain'd, Author and end of all things; and from work Now resting, bless'd and hallow'd the seventh day, As resting on that day from all his work, But not in silence holy kept; the harp Had work'd and rested not; the solemn pipe And dulcimer, all organs of sweet stop, All sounds on fret by string or golden wire, Temper'd soft tunings, intermixed with voice Choral or unison; of incense clouds, Fuming from golden censers, hid the mount. Creation and the six-days' act they sing: "Great are thy works, Jehovah! infinite Thy power! what thought can measure thee, or tongue Relate thee! Greater now in thy return Than from the giant angels: thee that day Thy thunders magnified; but to create: Is greater, than created to destroy." So sung they, and the empyrean rung With hallelujahs: thus was Sabbath kept.

—Paradise Lost.

☞ We have already announced, says an exchange paper, that a "Life of John Quincy Adams," by Josiah Quincy, sr., is shortly to be published. The work is to be comprised in one octavo volume, and in addition to its intrinsic literary merits, which cannot fail to be of a high order, it will possess unusual interest from the fact that its venerable author is now 86 years of age. Mr. Quincy was born on the 4th of February, 1772, when George the Third was King of Americans as well as of Englishmen. It is said that "he came into the world a little ahead of Lord Lyndhurst, the same nurse officiating at each birth." He is probably the only native Bostonian who has a clear remembrance of the Declaration of Independence, which happened when he was not quite four and a half years old.

MARINE JOURNAL.

PORT OF HONOLULU, S. I.

ARRIVALS.

- June 1—Am clipper ship Dashing Wave, Young, 14 ds fm San Francisco.
- 2—Dutch bk Koning Willem II, Menkman, 81 ds fm Sydney, for San Francisco.
- 10—Russ-Finnish Co's brig Constantine, 163 days from Bremen.
- 14—Am sch San Diego, Crofton, 35 days from Petropaulowski.
- 17—Am clipper sch Vaquero, Newell, 36 days from Melbourne, Vic.
- 17—Am clipper bark Yankee, Smith, 12 days from San Francisco.
- 19—H B M S Magicienne, Vansittart, 41 days fm Panama.
- 21—Am clipper ship Twilight, Gates, 14 days from San Francisco.
- 23—Am clipper brigantine Josephine, Stone, 1 1/2 days fm Jarvis Island.
- 28—Am merch bark Friendship, Carlton, fm Teekaleet, WT.
- 23—H w brig Emma, Bennett, from Oregon.
- July 2—Am clipper sh White Swallow, Rogers, 11 days fm San Francisco.
- 9—Sch Liholihi, fm San Francisco, 18 ds, via Hilo, 3 ds.
- 12—Sch Kalamia, Hooper, fm sea.
- 12—Am bk Melita, Polleys, 137 ds fm Boston.
- 15—Haw. brig Advance, Milne, 14 days fm Fanning's Isl.
- 18—Am bark Fanny Major, Paty, 14 days fm San Francisco.
- 19—Am merchant ship Flying Eagle, Bates, 9 1/2 days from San Francisco.
- 19—Am sch L P Foster, Moore, from Hilo.

DEPARTURES.

- June 11—Am. sh John Mars, all, Pendleton, for Jarvis Island.
- 12—Hol. bark Koning Willem II, Maakma, for San Francisco.
- 13—Russian wh brig Constantin, Lindholm, for Ochotsk.
- 21—Clipper sh Twilight, Gates, for Hongkong.
- 22—H B M S Magicienne, for Hongkong.
- 23—Sch Alice, (John Dunlap,) Bell, for Victoria, Vancouver's Island.
- 24—Morn ng Star, Brown, for Micronesia.
- 25—Vaquero, Newell, for San Francisco.
- July 3—Am brigantine Josephine, Stone, for Jarvis Island.
- 6—Clipper ship White Swallow, Rogers, for Jarvis Island.
- 13—Bk Yankee, Smith, for San Francisco.
- 13—Sch San Diego, Crofton, for Columbia River.

MEMORANDA.

[From the Marine report of the P. C. Dieter.]

VESSELS UP FOR HONOLULU.—The ship Harriett & Jessie was advertised to sail from Boston May 15 to 20. Ship John Gilpin was also advertised by Messrs. Hunnewell & Brewer, who will probably dispatch the ship Syren in her stead. Ship Gladiator was to leave New Bedford about the 1st of May.

Report of ship John Gilpin.—Dec. 25, 1857, lat. 33° 39' S., long. 161° 45' W., spoke the American whale bark Superior, of and from New Bedford, 6 months out, clean—wished to be reported. Jan. 17, 1857, lat. 43° 30' S., long. 147° 0' W., came up with and spoke American ship Harriett & Jessie, Janvrin, 47 days from Honolulu, bound to New Bedford. (John Gilpin, 32 days out.)

Arrived at New Bedford April 10, ship Harriett & Jessie, Janvrin, from Honolulu Nov. 16; 11th, John H. Hawland, Taylor, do, do Nov. 12; Cleone, Simmons, do, do Nov. 25; April 8, Congress, Strauburg, do, do Nov. 16; J. D. Thompson, Waterman, do, do Oct. 1; Ontario, Tooker, do, do Nov. 16; April 6, Corinthian, Russell, do, do Dec. 1; Florida, Williams, do, do Nov. 23.

Arrived at Bay of Islands, Jan 28, Sea Ranger, of New Bedford, 15 mos, 500 sp; Ocean, Gifford, 15 mos, 1000 sp. Feb. 1, Alfred Gibbs, NB, 33 mos, 1800 sp.

ARRIVALS AT TALCAHUANO, CHILE.—Feb 12, Navigator, Fisher—March 5, sailed for home. Feb 12, A Haughton, Robinson—Feb 28, sailed to cruise, 7 mos out, 140 sp, all told. Feb 12, Unward, Norton—March 2, sailed for home. Feb 17, Golconda, Howland—In port, 32 mos out, 1000 sp, all told. Feb 22, Ansel Gibbs, Stetson—March 5, sailed to cruise, 39 mos out, 1450 sp, all told. Feb 22, Morning Star, Norton—in port, 7 mos out, 250 sp, all told. Feb 23, Ohio, Baker—March 5, sailed home, 30 mos out, 1300 sp, all told. Feb 24, Martha, Manchester—Feb 23, sailed for the Northwest, 3 mos out, clean. Feb 25, Spartan, Turner—in port, 43 mos out, 1500 sp, all told. March 1, Mermaid, Howes—in port. Wave, Hill—in port, 18 mos out, 150 wh. Leonidas, Olive—in port, 41 mos out, 400 sp. March 2, Greyhound, Cathcart—in port, 9 mos out, 350 sp. Helen Mar, Worth—in port, 25 mos out, 400 sp. Lizzie, Nickerson, (merchant clipper,) sailed March 4. March 5, Roscius, Dexter—in port, 39 mos, 950 sp. H. B. M. S. in port, 183 mos out, 650 sp. March 6, Callia, Howland—in port, 23 mos out, 1600 wh.

Captain E. A. Chapin, of ship Northern Light, writes from Bataavia, after late March 1, 1858, that he has taken nothing since leaving Honolulu. He passed Jan. 25, ship Josephine, Allen, N. B., clean; ship, Gov. Tramp, Milton, N. B., clean; ship Ensign, Russell, N. B., 30 sp; bark President, Hamilton, Green, port, 60 sp; bark Waverly, Swan, N. B., clean. All the above were at Ascension Island, February 23.

Clipper ship Mountain Wave was to sail May 25, in H. A. Pierce's Line from Boston, with 400 tons ice and 1000 tons goods.

Clipper ship Golden City has been purchased for the Honolulu and Boston route, in Pierce's Line, via San Francisco.

Bark Messenger Bird was spoken April 14, off Brighton, English Channel.

Arrived at New Bedford, April 22, Janus, Winslow, hence, Nov. 23; Julian, Cleveland hence Nov. 13; 13th, California, Manchester, hence Nov. 20; Lancaster, Corrier, do, Nov. 50; bk Bhering, Morse, do, Dec. 22; at Greenport, April 24, Phil 1st, Sisson, 184 days hence; at Coldspring, April 24, bk Alice, Penny, hence.

At New Bedford, April 15, ship Syren Queen, Phillips, hence, Dec. 21; 18th, Good Return, Wing, hence Oct. 22.

At New London, April 16, ship General Williams, Miller, hence Nov. 8; at New York, 10th, Mary L. Sutton was up for San Francisco.

Arrived at New Bedford, April 23, Cambria, Pease, hence Nov. 31; Jeanette, Pierce, do, Nov. 16. 30th, Champion, Gray, do, Nov. 25, leaving. May 1, Waverly, West, hence Dec 17; 21, Cor. Howland, Luce, from Lahaina Dec 5; 31, Bart. Gonold, Downs, hence Dec 4.

Arrived at Bremerhaven April 22, bark Messenger Bird, Billings, from Honolulu Dec 3.

At Cold Spring May 6, Huntsville, Grant, hence.

Sailed from N W Bedford May 10, bark Camilla, (new, 429 tons,) Prentice, North Pacific Ocean.

At Paita, May 2, Am wh bark John A Parker, 50 sp; 9th, Am wh bark Congrae, 700 sp, 500 wh. Off and on—May 1, Am wh bark Morning Star, 51 sp since last report; 5th, do do, Wm Lee, 200 sp, 100 wh—discharged the mate, Mr Baker; do do, bark Nautilus, 800 sp, 100 wh; 10th, do do, Hecla, 1000 all told. Off Massachuera, no date, Am wh sh Golconda had taken 270 sp at one fare.

Report of Whaling Vessels at Talcahuano, Chile.

From our attentive observation at Talcahuano, we have received the following full report of vessels recruiting there up to April 4, 1858:

| Arrived. | Mos. out. | Wh. | Sp. |
|--|-----------|---------------|------|
| Mar. 1—Bk Wave, Hill, sld Mar 14, to cruise, | 18 | 150 | |
| 1—Bk Mermait, Howes, sld Mar 20, to cr, | 31 | 1250 | |
| 1—Bk Leonidas, Oliver, sld " 29, home, 41 | | 400 | |
| 2—Bk Greyhound, Cathcart, Mar 20, to cr, | 9 | 350 | |
| 2—Bk Helen Mar, Worth, Mar 25, to cr, | 25 | 400 | |
| 5—Bk Roscius, Dexter, sld Mar 24, home, 46 | | 1500 | |
| 6—Bk Ben Cummings, Jenkins, Mh 27, cr, 39 | | 950 | |
| 6—Sh Huro, Colly, sld Mar 10, cruise, 18 1/2 | | 650 | |
| 6—Sh Callio, Howland, sld Mar 20, home, 28 | | 1600 | |
| 6—Bk Cliff, Wayne, Swain, sld Mar 24, cr, 27 | | 550 | |
| 6—Bk Mat. Luce, Coon, sld Mar 20, h me, 43 | | 100 | 2000 |
| 10—Bk Morning Light, Norton Mar 31, cr, 21 | | 630 | 270 |
| 17—Bk Falcon, Norton, in port, | 31 | 600 | |
| 13—Bk Atlantic, Wycr, in port, for home, 41 | | 800 | |
| 19—Bk Hydaspes, Taber, sld Ap 1, cruise, 19 | | 330 | 920 |
| 19—Sh Hetsey Williams, Austin, in port, hme, 45 | | 1000 | |
| 19—Sh Cape Horn Pison, Aliny, " 45 | | 100 | 1500 |
| 20—Sh Herald, Cash, in port, cruise, 8 | | 240 | |
| 22—Sh Hope, Gifford, sld Mar 27, to cruise, 6 | b.f.20 | 250 | |
| 23—Sh Atkins Adams, Wilson, in port, hme, 39 | | 350 | 1500 |
| 23—Bk Stella, Hathaway, in port, cruise, 28 | | 800 | 700 |
| 21—Sh Nap leon, Crowell, in port, cruise, 28 | | 1500 | |
| 26—Bk Catalpa, Snow, in port, cruise, 21 | | 300 | |
| 23—Sh Constitution, Winslow, in port, cr, 6 | | 120 | |
| 20—Bk Merlin, Dehols, in port, cruise, 21 | | 850 | |
| April 1—Bk Seconet, Cleveland, in port, cruise, 30 | | 700 | |
| 1—Bk Courier, Coffin, in port, cruise, | | not reported. | |
| 4—Bk Virginia, Peaks, in port, cruise, 31 | | 400 | |
| Feb. 23—Bk Nantucket, Gibbs, sld Mar 9, to cr, 31 | | 600 | |

Whalers Off and On at Paita—

- May 16—Am wh bark Apphia Maria, 500, all told.
- 19—Do wh bark Greyhound, 350, all told.
- 20—Do wh bark Merlyn, nothing since leaving Talcahuano.
- 21—Do wh bark Courier, do do do.
- (Called in for medical aid for a seaman.)
- 21—Do wh bark Stella, 1500, all told.
- 21—Do wh ship Hero, 700, all told.
- 21—Do wh ship Nantucket, 850, all told.
- 25—Do wh ship Philip Delany, 250 since last reported.
- 23—Do wh bark Lafayette, one whale since last reported.

We note the arrival home of the following whalers since our last report: May 21, ship South Boston, Randolph, hence Dec 17—had taken 150 blbs sp on the passage; ship Lydia, Leonard, Hilo Dec 23, 35 sp on the passage; 221, ship Magnolia, Cox, hence Dec 3. At New London, May 17, bk Venice, Gardner, hence Dec 13. At Westport, May 21, bk Janet, West, hence Nov 13, with 175 blbs sp on the passage; 31st, at New Bedford, ship Onward, Randolph, hence Oct 26; June 1, ship Tamerlane, Winslow, hence Oct 1; 31, bk Gratitude, Cornell, from Lahaina Nov. 17. At New London, June 1, ship Charles Carroll, Cook, hence Dec 20.

REPORT OF WHALE SHIP PHOENIX AT SAN FRANCISCO.—Had light N W winds and calms the first of the passage, for the last 7 days had strong north-west winds. Left in the Kodiack Sea, May 23, bark Baltic, Bronson, (N B) 1 whale this season; May 25th, ship Rainbow, Halsey, N B 1 whale; ship George and Susan, Jones, N B, clean; ship Fabius, Smith, N B, had struck 3 whales and lost them—had sailed for the Arctic Ocean; ship Erie, Jerreagan, Fairhaven, 1 whale—sailed for the Arctic Ocean; May 29th, bark Neva, Hand, Greenport, clean; ship Robert Edwards, Wood, N B, clean; bark Augusta, Faber, Sag Harbor, clean; ship Tahmaroo, Robinson, Fairhaven, clean.

The iron schooner Alice, hence June 23, arrived at Victoria, V. I., in 23 days. The vessel and cargo had been sold, within a few days after her arrival.

The United States steam frigates Merrimack and Saranac, and the sloops of war Decatur and Vandalia were in the harbor of Panama May 14.

The light-house steamer Shubrick sailed for San Francisco on the 6th ult.

The French brig of war Albatros, of 20 guns, Capt. Marigny, from Acadia, arrive at this port yesterday, (12th), and will remain here until the 15th May.—Panama Star.

H. B. M. ship Hawaiian, Captain Hurv'y, sail'd from Tagbora on Tuesday last, for Vancouver's Island.—Id.

At Hong Kong, March 4, French whaleship Ville de Rennes, Guédot, bound north.

Ship Flying Eagle, Capt. Jno. W. Bates, left San Francisco July 9; not on weigh 1 P M; discharged pilot, 4 P M, and came to off Honolulu at 2 P M, July 19—making the passage in 9 days and 22 hours.

NAVAL.—The mail steamer John L. Stephens reports the following vessels of war at Panama May 1.—U. S. steam frigate Merrimack, Com. Long, arrived at Panama on the 19th April; U. S. sloop-of-war Vandalia on the 25th, and U. S. steamer Shubrick on the 27th, the latter to leave in a few days for San Francisco. The sloop of war Saranac was hourly expected to arrive. H. B. M. ship Savannah to sail on the 1st of May for Vancouver's Island; H. B. M. steam frigates Magicienne was to sail in a few days for China, and would probably touch at Honolulu en route.

NAVAL.—The U S steam frigate Merrimack, Commodore Long, and the sloop-of-war Decatur, Commander Thatcher, are expected to sail from this port to-day. The former goes out on a short cruise, and will understand return soon. The latter will go to Callao, probably touching at Paita, and thence to Valparaiso. The Saranac and Vandalia are to remain here for the present.—Panama Star, June 15.

PASSENGERS.

For SAN FRANCISCO, per Fanny Major, June 1—J H Sleeper, E Hopkins, Mrs Badg r and 2 children, J S Cook, Miss Griswold, R Coaly, C A Poor, Mrs Poor and 2 children, Mrs R A S Wood and companion, T G Thurston, Capt T Johnson, Daniel Burns, A Andrad, A Silva, A Hatem, J Harrington, J Harrison, Mrs John Paty, J H Paty, Miss E T Paty, Sygee.

From SAN FRANCISCO—per Dashing Wave, June 1—H M Whitney, Mr Hillebrand.

En Route for SAN FRANCISCO—per Koning Willem II—Mr J Pawson, Mrs E Hullett and child, Masters Hullett (2), Miss Hullett, Mr Lawson, Mr and Mrs Kair, Mr Mackay, Mr Franklin, Mr and Mrs Nilan, Mr and Mrs Jordan, Mr and Mrs Swann, Mr Ryan, Messrs Connards, Rierdon, Mikel and Blondobone.

For JARVIS ISLAND—per John Marshall, June 11—A F Judd. From PETROPOLSKO—per San Diego, June 16—Miss D Kanakoff.

From SAN FRANCISCO—per Yankee, June 18—Mr Henry Rhodes and wife, 4 children and nurse, Messrs Thos Cummins, T Barnett, J Barnett, C L Richards, S H Beatty, D L Potter, and 1 in the steerage.

From JARVIS ISLAND—per Josephine, June 23—E W Turner, C H Judd, 12 Hawaiians and 2 Chinese, employees of the Am. Guano Co.

For VICTORIA, V. I.—per Alice, (John Dunlap,) June 23—J de Graes, J Halstead, J R Bond and wife, O P it and wife, J O Davis, R Blake, J Reed, M Jose, A Silva, F de Mill, J Lewis, J Oliver, G Berkeley, J Manuel, 14 Hawaiians and 10 Chinese.

From TEKALEET—per Friendship, June 26—Charles Coit, Mrs Carlton, captain's lady.

From ASTORIA—per Emma, June 29—F. Meddel. For MICRONESIA—per Morning Star, June 24—Rev E P Roberts and wife, Mrs Dr Gulick and three children, Mahoe and wife, Master John Brown.

For JARVIS ISLAND—per Josephine, Jan 3—C H Judd, A W Judd, and 24 laborers.

For JARVIS ISLAND—per White Swallow, July 6—S G Wilder and wife, Miss Laura Judd.

From SAN FRANCISCO—per White Swallow, July 2—S G Wilder and L Severance.

From BOSTON—per Melita, June 12—J D Parker.

For SAN FRANCISCO—per Yankee, July 13—Miss S E Hall, Mrs Long, child and servant, Rev S E Bishop, wife and 2 children, D N Fittner, Capt Law, C L Richards, Mr Bennett, C A Williams, Mrs Thomas Spencer, Mr Constantine, J Hatcher, Dr H L Bullions, S Isaacs, J Munday, G Sweeney, E Waddis, J S Levy, W N Ladd, Miss Mary Ladd, Capt E W Turner, Afong, Ah Moon, Ah Gung, Ah Po, Ah Kwi.—Total 30.

For PORTLAND, O. T.—per San Diego, July 13—J Zehra, J Drafot, J Andrews, Henry Forrey, Mr Glibroth, Mr Glespie, Aho, Mau.

In the ship Harriett & Jessie, Sluman L Gray, master, which sailed from New Bedford for Honolulu direct, are the following passengers: Mrs Gray (Captain's wife) and daughter, of New London; Capt Wm J Gray, wife and daughter, of Norwich, Conn; Miss E C Cutts, of Portsmouth, N H; and Miss Whitney, of Boston.

From FANNING'S ISLAND—per Advance, July 16—Mrs Milne and 2 children, R R Macfarlane, H English, T Wheeler, A Carlo, C Wilson, R Wilson.

From SAN FRANCISCO—per Fanny Major, July 18—C L Price, Mrs S R Price, Miss C S Price, L S Price, Mrs John Paty, Emma T Paty, R McDowell, E McDowell, T M Jordan, J J Caranave, J H Paty.

From SAN FRANCISCO—per Flying Eagle, July 19—Rev Mr Walsworth, Mrs Walsworth, and 11 Chinese.

DIED.

In Lahaina, June 26, of tetanus, JOHN, second son of Henry and Caroline Dickinson, aged 10 years.

The death of this child, arose from a wound received on the hand from broken glass in a fall from a tree, about two weeks previously. Though medical aid was in attendance, and everything done that could be, the worst forms of tetanus appeared, from which no relief could be found.

In this city, June 27, Hox J. Kato, of disease of the heart, aged 49 years. Mr. Kato was for many years an intimate friend and associate of the late King, and was the husband of Jenny Lahilahi, a daughter of the late Mr. John Young, the Foreign Adviser of Kimehimehi I. The deceased was one of the first Representative chosen under the Constitution of 1842, and for a number of the latter years of his life, held the office of a Privy Councillor and member of the House of Nobles. His remains were yesterday deposited in the Royal Cemetery.

In this city, on the 23th June, Mrs. EDWARD C. ELLIS, of absence of the hip, aged about 34 years, a native of Ulster County, New York State.

At sea, on board the American whaleship Magnolia, in lat 21, South Atlantic, on the 25th of March, Mrs Cox, wife of Captain G. L. Cox, of the Magnolia. Her remains would be taken to New Bedford for interment.

In this city on the 11th June, Mr. ROBERT LOVE, aged 42 years, a native of Glasgow, Scotland.

DIED.

In Honolulu, July 231, at a quarter past one o'clock, A. M., the Wife of D. F. Ick, L.L.D. after a long and harassing illness. She deceased was a French lady, born at Strasbourg, and about 55 years old. She was the mother of eight children, all living. The funeral ceremonies were performed at the Catholic Church.

At Sea, in lat. 27° N. and long. 136° W, on board the American clipper bark *Fanny Major*, on the 18th June last, RICHARD COADY, Esq., senior partner of the firm of "B. Coady & Co.," Honolulu, H. I., of cholera morbus. Mr. Coady was born in Weymouth, Mass., U. S., May 5, 1825. Had been a resident of these islands since 1850.

On the 11th July, at Waimea, Hawaii, JAMES FAY, Esq., born in England, but for many years a resident of this country.

In Hartford, Ct., May 21. SESANNA COIT, wife of Henry Hill, Esq., of Boston, aged 65. The announcement of her death came suddenly to many friends, who were not aware of her illness. She left home, with her husband, May 10, for New York, and passed the night at Hartford, at the house of her brother-in-law, Judge Williams. The next day there was a development of brain fever, which after ten days terminated fatally. It is comforting to believe that she was not conscious of suffering. Her death was peaceful.

The funeral services were at ended in the Vine Street Church Roxbury, May 24, and many relatives and friends accompanied her remains to Forest Hills.

She was the mother of our fellow townsman, Mr. E. P. Adams.

ADVERTISEMENT.

A. P. EVERETT.

COMMISSION MERCHANT,

Corner of Queen and Nuuanu streets, Honolulu, H. I.

REFERENCES.

Messrs. FAMPSON & TAPPAN, - - - Boston.
" E. D. BRIGHAM & Co., - - - "
" BUTLER, KRITH & HILL, - - - "
Honolulu, July 1, 1857. 53-1f

A. P. EVERETT,

AUCTIONEER,

53-1y Honolulu, Oahu, H. I.

To the Owners, and Persons interested in Whaleships in the Pacific Ocean.

OFFICE OF THE PANAMA RAIL-ROAD COMPANY, }
New York, July 20, 1857.

The Panama Rail-Road Company takes this method of informing those interested in the Whaling business, of the advantages offered by the Railroad across the Isthmus of Panama, for the shipment of Oil from the Pacific to the United States, and for sending outfits and supplies from the United States to Panama.

The Railroad has been in regular and successful operation for more than two years, and its capacity for the transportation of every description of merchandise, including Oil, Provisions, &c., has been fully tested. The attention of several Captains of whaleships has recently been turned to the subject of shipping their oil from Panama to New York during the present season, and the Panama Rail-Road Company has made arrangements to afford every facility which may be required for the accomplishment of this important object. A Pier, 450 feet long, has been built in the bay of Panama, to the end of which Freight Cars are run to receive cargoes from lighters or vessels lying alongside, and deliver the same alongside of vessels at Aspinwall. Vessels of from 200 to 300 tons can lie at the Pier with safety, grounding in the mud at low water.

The vessels to and from Aspinwall are fast-sailing brigs, he longing to the Rail-Road Company, and the Company is prepared to receive oil at Panama and deliver it in New York, under **through Bills of Lading** at the rate of seven cents per gallon, if received at the Pier, and eight cents per gallon if received in the harbor from ship's tackles, charging for the capacity of the casks, without allowing for wantage. For whalebone, one and one-half cents per pound. This charge covers every expense from Panama to New York, in case the oil is sent through the Superintendent or Commercial Agent of the Panama Rail-Road Company, insurance excepted. The freights may be made payable on the Isthmus or in New York at the option of the shipper.

The vessels of the Company sail regularly semi-monthly, and the average passages to and from Aspinwall are about twenty to twenty-five days. The time occupied in crossing the Isthmus is four hours. Oil, during its transit across the Isthmus, will be covered with canvas, or conveyed in covered cars, and owners may be assured that every care will be taken to prevent leakage. Several cargoes have already been conveyed to New York without the slightest loss.

Oil or other goods consigned for transportation to the Superintendent of the Panama Rail-Road Company, or to **William Nelson**, Commercial Agent of the Company at Panama, will be received and forwarded with the greatest despatch.

Frederic L. Hanks has been appointed Agent at Honolulu, Sandwich Islands, and is prepared to furnish every requisite information to shippers.

FREDERIC L. HANKS, JOSEPH F. JOY, Secretary
Agent Panama R. R. Co., Honolulu S. I. 64-12m

HARDWARE STORE.

ON FORT STREET, NEAR HOTEL STREET.

LOCKS of all kinds, Hinges, Screws, Tacks, Razors, Cut and Wrought Nails, Spikes, Brads, Files, Carpenters' Tools of all kinds, Pocket and Sheath-Knives, Marlinespikes, Caulking-Irons and Mallets, and numerous other articles, for sale at the lowest prices, by (tf) W. N. LADD.

ADVERTISEMENTS.



MRS. THURM MANAGER.

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Honolulu, May, 1857. 5-1f

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—DEALERS IN—

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Seamen's Chaplain.

E. HOFFMANN,

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Honolulu, March 26, 1857. tf

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THE FRIEND:

A MONTHLY JOURNAL, DEVOTED TO TEMPERANCE, SEAMEN, MARINE AND GENERAL INTELLIGENCE.

PUBLISHED AND EDITED BY

SAMUEL C. DAMON.

TERMS:

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New Series, Vol. 8, No. 8.

HONOLULU, AUGUST 25, 1858.

{Old Series, Vol. 17

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THE FRIEND.

AUGUST 25, 1858.

☞ We are glad to see that the Sermon preached by Rev. E. G. Beckwith, on the occasion of the death of Richard Coady, Captain of the Honolulu Rifles, has been published. It is printed in an exceedingly neat and appropriate style. It is a discourse we should be glad to see generally circulated and read. Our limits will allow us to copy merely the opening paragraphs.

"Be still, and know that I am God."—PSALM XLVI: 10.

When God speaks, man may well be still. There is no voice so solemn as His voice. There is no eloquence that can thrill like the utterances of His providence. There is no instruction like the mute teachings of His dealings with men. Sometimes it is the voice of a reconciled God, speaking peace to the penitent, trusting soul; and then its tones are sweeter than the sweetest music in the hush of evening, and the humble heart bends low to catch the faintest whisperings of that Spirit of peace. Sometimes it is the voice of an angry God—and then it is terrible. Sometimes it is the voice of warning and reproof, and tender entreaty, and earnest expostulation—like a faithful, loving father, whose heart yearns over his wayward children.

And God has been speaking to us. When, in the sacred stillness of last Sabbath noon, yonder bark rode in the offing with colors half-mast, and the word went round that they were floating over the lifeless form of him who so lately marshaled your ranks on the tented field, how like a voice from another world the sad tidings startled us. Our hearts sank within us. Many a face grew pale; many an eye grew dim with tears; and men became suddenly thoughtful and solemn, and spoke but few words, with hushed voices, and a strange, oppressive sadness fell upon the city. The tidings startled us as though, from some ponderous bell in the upper air, an unseen hand had tolled one solemn knell. Oh, that knell of death! I hear it yet. I shall never forget it. Its deep vibrations went down into my soul deeper than any human voice could go. Oh, it was no human voice. It came down upon us from the eternity

where God dwelleth. It was the roll-call of our Great Captain on high, summoning us to thoughtfulness and attention. It was your reveillé to duty. It was a summons from above to gird on your armor and stand in your lot, to hear and do what God commands.

At such a time, I feel that it becomes me to be silent and let the voice of God be heard. He is speaking to you, and to me, and to all this community, in a language that ought not to be unheeded. The half-mast flag—the furled banner—the muffled drum—the funeral train—the hearse, and pall, and coffin, and opening grave—these badges of mourning—the fast-falling tears which bereavement wrings out from the stricken heart—these are our silent preachers—God's voices, "full of deep and solemn meaning," saying, "*Be still, and know that I am God.*"

OAHU COLLEGE.—The term commenced last week, and ten pupils entered the preparatory department of the institution. Six of these were native Hawaiians, who stood an admirable examination. We mention this fact because it is a new feature in the institution. Hereafter, probably, additional pupils will make application, as so many of the Hawaiians are now acquiring the English language. Already the number of pupils is sixty-six, those from Kauai and Hawaii having arrived since the term commenced. It is sincerely to be hoped an additional professor will be sent out from the United States, otherwise those now teaching will be overtaken.

☞ We learn from the last Report of the American Seamen's Friend Society, that the Rev. J. Rowell (a younger brother of the Rev. G. B. Rowell, of Waimea, Kauai,) expects to leave his station as Seamen's Chaplain at Aspinwall, New Granada, and remove to San Francisco. His health and that of his family has become impaired by a residence at Panama and Aspinwall since 1851. During his residence upon the Isthmus, he has been a most zealous and successful minister of the gospel, and we congratulate the friends of seamen in San Francisco, in securing the services of a Chaplain so admirably fitted for that station.

STRANGER'S FRIEND SOCIETY will hold its next meeting at the Parsonage of the Seamen's Chaplain, on Thursday, August 26th.

☞ The highest waterfall in the world is in the Sandwich Islands, and is stated to be between four and five thousand feet high. The stream on which the fall occurs, runs among the peaks of one of the highest mountains, so high that the water actually never reaches the bottom! so great is the distance, and it ascends to the clouds again.

We copy the above from one of our American exchanges. It is one of those extravagant statements that is ridiculously and amusingly absurd! Instead of "thousands," it should read "hundreds." There is a stream falling about four hundred feet on Hawaii, if we have been correctly informed. Will some person on that island furnish us the facts upon this subject?

THE ATLANTIC "MONTHLY,"—for July, has found its way to the Editor's table. This is a *Monthly* that will be appreciated by persons fond of choice reading, furnished by writers of unquestionable talent. In a literary way it stands at the head of American *Monthlies*. The articles entitled "Catacombs of Rome," contain facts of interest respecting the early Christians, under the Roman Emperors. "The Autocrat of the Breakfast Table," is worthy of perusal. We hope to find additional numbers upon our table from the same source.

TO FRIENDS OF SEAMEN.—Any persons having books, pamphlets, periodicals, newspapers, &c., which they are willing or wishing should be distributed among seamen, are requested to forward the same to the depository, at the "Sailor's Home." The Chaplain would now make a *special appeal*, because his present supply is limited, and he is doubtful about receiving the usual supply from the United States for the Fall shipping season.

☞ We copy from an old *Polynesian* a poetical gem, by "Caroline." If Miss or Mrs. Caroline — will furnish additional contributions, we will most gladly give them a place in our poet's corner.

OAHU CLERICAL ASSOCIATION will hold its next meeting at Hauula, on the north side of the island, on Tuesday, 7th September. A full attendance of the members is requested. Per order.

Walk with your Hands Behind You.

Our editorial neighbors have occasionally furnished their readers with rather spicy squibs and communications respecting "exercise," "gymnasiums," and other means and methods of promoting health and vigor among the young. It is a subject deserving special attention. Every considerate parent and thoughtful teacher will welcome useful hints and suggestions upon this subject. If Englishmen secure their "full chests," "broad shoulders" and "sturdy frames," by walking with their hands behind them, let all the world do the same.

The following paragraphs are worthy of attention:

Instead of giving all sorts of rules about turning out the toes, and straightening up the body, and holding the shoulders back—all of which are impracticable to the many, because soon forgotten, or of a feeling of awkwardness and discomfort which procures a willing omission; all that is necessary to secure the object is to hold up the head and move on! letting the toes and shoulders take care of themselves. Walk with the chin but slightly above a horizontal line, or with your eyes directed to things a little higher than your own head. In this way you walk properly, pleasantly, and without any feeling or restraint of awkwardness. If any one wishes to be aided in securing this habitual carriage of body, accustom yourself to carry the hands behind you, one hand grasping the opposite wrist. Englishmen are admired the world over for their full chests, and broad shoulders, and sturdy frames, and manly bearing. This position of body is a favorite with them, in the simple promenade in the garden or gallery, in attending ladies along a crowded street, in standing on the street, or in public worship.

Many persons spend a large part of their waking existence in the sitting position. A single rule, well attended to, in this connection, would be of incalculable value to multitudes—use chairs with the old-fashioned, straight backs, inclining backward, and sit with the lower portion of the body close against the back of the chair at the seat; any one who tries it, will observe in a moment a grateful support of the whole spine. And we see no reason why children should not be taught from the beginning to write, and sew, and knit in a position requiring the lower portion of the body and the shoulders to touch the back of the chair all the time.

A very common position in sitting, especially among men, is with the shoulders against the chair back, with a space of several inches between the chair back and the lower portion of the spine, giving the body the shape of a half hoop; it is the instantaneous instinctive and almost universal position assumed by any consumptive on sitting down, and unless counteracted by an effort of the will; hence parents should regard such a position in their children with apprehension, and should rectify it at once.

The best position after eating a regular meal, is to have the hands behind the back, the head erect, in moderate locomotion, and in the open air, if the weather is not chilly.

Half an hour spent in this way after meals, at least after breakfast and dinner, would add health and length of days to women in easy life, and to all sedentary men. It is a thought which merits attention.—*Hall's Journal of Health.*

Americans not Foreigners in England.

The late discussion in the United States respecting the old, but settled, question, about "right of search," has excited some feeling, which seems to have most happily subsided. Among the numerous remarks appearing upon the subject, our attention has been arrested by the sensible and common-sense views expressed by the editors, or editor, of the New York *Courier and Enquirer*, we copy as follows:

"Upon this grave question there is but one feeling throughout the United States; and it is due to ourselves and to Great Britain—the only other free government in the world—that every Press and every individual in the country, should clearly make known the public sentiment—that anxious as we are to preserve relations of friendship with those to whom we are bound by such indissoluble ties of feeling and interest, we greatly prefer open warfare to a dishonorable submission to unjust and arrogant pretensions. No intelligent person in the United States, will for a moment pretend, that there exists in this widely extended country one man in a thousand, who is not desirous of cultivating the closest relations with Great Britain, so long as we can do so without a sacrifice of our self-respect; and we believe there is not a man in America, who can speak with greater accuracy in regard to the feelings of the British people towards this country, than the writer of these remarks. We have wintered and summered in the cities and amid the rural districts of England, and we hazard nothing in saying, that nineteen-twentieths of her entire population, are as anxious to preserve the closest and most friendly relations with the United States, as it is possible for a people to be. To Englishmen, all people and all nations are *Foreigners*, with the solitary exception of the inhabitants of the United States. Mexicans and South Americans of every description, are *Foreigners*; but the man does not live who ever heard this term applied to us by an Englishman. We are simply "*Americans*;" and we have repeatedly heard the men of the Continent rebuked by Englishmen when discussing international subjects in England. Americans have been spoken of as *Foreigners*. "We do not call Americans *Foreigners*," has been the quiet and natural remark; and to us it spoke volumes. It proclaimed the sympathy of race, of blood and of language; of literature, of religion and of government."

ETHAN ALLEN'S BURIAL PLACE.—In regard to this question, or rather mystery, a correspondent of the *Green Mountain Freeman* suggests that if the good people of Burlington will dig to the depth of 12 feet they will find where Ethan Allen's remains once were. He was buried, by his request, in a standing position, and the top of his coffin six feet under ground.—*N. Y. Observer.*

A Swarm of Bees Worth Hiving.

B patient, B prayerful, B humble, B mild,
B wise as a Solon, B meek as a child;
B studious, B thoughtful, Believing, B kind,
B sure your make matter subservient to mind.
B cautious, B prudent, B trustful, B true,
B courteous to all men, B friendly with few.
B temperate in argument, pleasure and wine,
B careful of conduct, of money, of time.
B peaceful, benevolent, willing to learn;
B courageous, B gentle, B liberal, B just,
B aspiring, B humble, BECAUSE thou art dust;
B penitent, circumspect, sound in the faith,
B active, devoted, B faithful till death;
B honest, B holy, transparent, and pure,
B dependant, B Christ-like, and you'll B secure.

—Exchange.

ROYAL ANECDOTE.—As Joseph II., Emperor of Austria, was driving a one-horse cabriolet, dressed in the garb of a private citizen, he was accosted by a soldier, who mistaking him for a man of the middle class, requested a seat in the vehicle.

"Willingly," replied the Emperor; "jump in, comrade, I'm in a hurry."

The soldier was soon seated alongside of the Emperor, and became very loquacious.

"Come, comrade," said he, slapping the Emperor familiarly on the back, "are you good at guessing?"

"Perhaps I am," said Joseph; "try me."

"Well then, my boy, conjure up your wits and tell me what I had for breakfast!"

"Sour-kROUT!"

"Come, none of that, comrade, try it again."

"Perhaps a Westphalia ham," replied the Emperor, willing to humor his companion.

"Better than that," exclaimed the soldier.

"Sausages from Bologna, and Hockheimer from the Rhine."

"Better than that—d'ye give it up?"

"I do."

"Open your eyes and ears, then," said the soldier, bluntly, "I had a pheasant, by Jove, shot in the Emperor Joe's park, ha, ha!"

When the exultation of the soldier had subsided, Joseph said quietly:

"I want you to try your skill in guessing, comrade. See if you can name the rank I hold."

"You'r a—no—hang it! you're not smart enough for a cornet."

"Better than that," said the Emperor.

"A lieutenant?"

"Better than that."

"A captain?"

"Better than that."

"A general?"

"Better than that."

The soldier was now fearfully agitated; he had doffed his hat, and sat bare-headed; he could scarcely articulate.

"Pardon me, your excellency, you are field marshal?"

"Better than that," replied Joseph.

"Lord help me," cried the soldier, "you're the Emperor?"

He threw himself out of the cabriolet, and knelt for pardon in the mud. The circumstances were not forgotten by either; the Emperor often laughed over it, and the soldier received a mark of favor which he could not forget.

Have we any Antiquarians Amongst Us?

The following paragraphs, copied from a letter written by a student in Cambridge University, Massachusetts, contains a suggestion which, if followed out, might lead to interesting and important results:

"There is a suggestion that I should like to make, and that is, that some one should compile, and have published, a full account of the Hawaiian mythology and institutions prior to the introduction of Christianity.

"The accounts we have now are very meagre. That of Jarves, (History Hawaiian Islands) is the best I have ever seen, but that comes far short of satisfying one who desires to understand the subject. It should be done also, as a duty due the Hawaiian race. No just estimate of their progress can be formed without a knowledge of these things. It should be done quickly too. The old natives are fast dying off, and probably much that is valuable is irrecoverably lost. Few yet remain like John Ii, and Kekuanaoa, who could furnish much that would be exceedingly interesting and useful to a student of the problem of moral development. It has struck me that there may have been a spiritual meaning attached to some of the wild old legends, like the famous one of *Lono* for instance, which meaning, even through one vague glimpse of it, would let in much light upon the origin and nature of the people.

"The preservation of ancient forms of prayer, and the ritual in special religious celebrations, would be worthy of the effort made to obtain them, from the insight they would give into the hearts of the heathen.

"I hope that some one will think this object of sufficient importance to claim, at least, a part of his leisure time in its investigation. W. F. S."

Most earnestly we commend the foregoing to the thoughtful consideration of the Missionaries, or some of their sons, well versed in the Hawaiian language and history. It opens a field for literary and antiquarian investigation, worthy of being entered. A volume might be filled with disquisitions upon the old *tabu*-system extending over all the "isles of the South," as well as the Hawaiian Islands. Among the Marquesans, one of the idol-gods of Hawaii, has been introduced within a few years. There are traditional customs among Hawaiians pointing in the direction of the Jews. Is there no patient, but enthusiastic, student of Hawaiian annals who will investigate and bring to light things both "new and old." *Now is the time to work.*

Efforts in Behalf of Seaman at Shanghai China.

The following paragraphs we copy from a private letter from Mr. A. L. Freeman, an American merchant, residing at Shanghai. It bears date January 7, 1857, and although more than a twelve-month old, was received by the late mail from California:

"The sailor is the world's missionary, and when converted has a world-wide influence. It is a cheering fact that the Christian world is more interested in the welfare of the sailor

than in times past. The prospect for the future, with God's blessing, is encouraging. Here in Shanghai, through the liberality of the merchants, \$2000 have been subscribed to build a Floating Bethel. Last week it was launched, and in a few weeks more it will be completed. The Bethel Flag was hoisted for the first time on the first Sabbath morning in July last. A hulk, used to heave down vessels with, was kindly loaned for the purpose. The meetings have been well attended. The missionaries, in connection with Mr. Hobson, the chaplain to the foreign residents, have heartily co-operated in the work, and conducted the services twice on the Sabbath. In addition to this mark of interest in the cause, a Seamen's Cemetery has been purchased and laid out within the last six months, at an expense of \$1600, also a contribution of the merchants of Shanghai. It is situated on the opposite bank of the river, about a half mile from the foreign settlement, a beautiful spot for the last resting-place of those who come to this land of strangers. Those who have died among the shipping, have been buried in the cemetery adjoining the settlement, but the large number who die annually has rendered it necessary to provide a larger place, and as a result, the cemetery above mentioned has been purchased and laid out as a seamen's burial place.

"A Relief Fund, amounting to a few hundred dollars, to be added to as occasion may demand, has been subscribed for the sick and destitute sailors that from time to time find their way here.

"The Seamen's Hospital, a private concern, has been renovated and enlarged the past summer, and made more comfortable."

Tolerance and Intolerance.

From a new work, entitled *Brazil and the Brazilians*, it appears that although Brazil is thoroughly a Catholic country, yet free toleration is granted to all dissenters, of whatever name or sect. This is a remarkable fact, and stands forth marked and distinct upon the history of the Catholic portion of the earth. Cross the Andes, enter Chile, and even now the Bishop of Santiago is highly incensed that Protestants should have been allowed to erect houses of worship in Valparaiso. Until recently, the English Episcopal Church has been registered as a stable. It is due to the Rev. D. Trumbull, Seamen's Chaplain and Pastor of a Congregational Church, that Protestants have taken a prominent position in the city of Valparaiso. Since Mr. Trumbull's Society opened their Chapel, the English have erected a new and costly church edifice. These progressive movements have called forth the censures of the Catholic Priesthood, although the people at large sympathize but little with their religious teachers in this matter.

☞ A late religious paper stigmatizes the authors of yellow covered novels as literary scorpions, who sting virtue to death with their tales.

[From the Polynesian]

The Prince of the Kings of the Earth.

How oft has fancy strove to paint
The splendor of a regal line—
The honors that around it wait—
The glories that around it shine.
The servile throng—the warlike bands—
The wealth that sweeping conquest brings,
And all the nameless pomp that stands
Attendant on the thrones of Kings.

But who can tell the state of Him
Who holds his Kingly Court afar;—
Beyond the brightest solar beam—
Beyond the highest glittering star;
Whose throne—consolidated light
O'er-arched by gorgeous rainbow hues—
Dazzles the rapt Archangel's sight!
Who, low with trembling rapture, views.

And can it ever yet be mine,
To be presented spotless there?
Presented by the Man Divine!
The Father's Co-Eternal Heir!
Shall I, a worm, ascend that seat
Where the first glowing Seraph sings?
And speechless fall before the feet
Of Him, the Prince of Earthly Kings?

I may! for He who hell withstood,
He has the full credentials given,
Signed with his own atoning blood
My passport to the highest heaven.
I with angelic orders bright
May boast my high immortal birth,
Attend in his own realms of light
The Prince of all the Kings of Earth.

CAROLINE.

Ashamed to make a Deposit!

In the last No. of the *Polynesian*, the editor intimates that some may "be discouraged or frightened away by false shame." Verily this is an insinuation against human nature that strikes our sensorium oddly enough. What, a man, a woman, a child, ashamed to make a deposit in a savings bank! All we can add is simply this: If any person's mind is so unbalanced and sadly biassed as to be influenced by a motive of this nature,—false shame,—in a matter of this nature, then we should confidently expect he would eventually be supported by his friends and be buried by subscription.

☞ We have lately seen the statement going the rounds of the newspapers, that the California and Australian mines had yielded, during the last ten years, between six and seven hundred millions of gold. This is a very large amount to be thrown into the circulation of the world. Another statement recently attracted our attention. A British writer states that the Revolutionary War carried on by England with the United States, from 1774 to 1782, cost England the sum of £136,000,000, or \$680,000,000! An amount equal to at least one-half of this must have been expended by the United States. Verily, war is an expensive affair.

THE FRIEND.

AUGUST 25, 1858.

Savings Bank Established.

Our readers will learn, by perusing our advertising columns, that Messrs. Bishop & Co. have connected a "Savings" department with their Banking establishment. We shall be glad to see the experiment tried, and its inauguration, under such favorable auspices, will contribute to its final success. Unless those gentlemen who have undertaken this enterprise had secured the confidence of the community by their careful management, as merchants, and their tried integrity as honorable men, we should hesitate before recommending our readers, among seamen and landsmen, to invest their earnings in this Savings Bank.

We feel no little responsibility in recommending gentlemen as managers of a Savings Bank. Small as our influence may be, we feel it would be flagrantly wrong and iniquitous to recommend a Savings Bank in which we had not the fullest confidence. It is one thing to advocate the general principle of Savings Banks, and quite another to recommend our readers to place unappropriated funds in the hands of particular individuals; hence in uttering our sentiments respecting Bishop & Co's Banking House, we say, most frankly, that it has our confidence, and, until we see reasons to the contrary, it will have our recommendation to seamen and others. We feel confidence in those gentlemen as capable of managing a Savings Institution. Mr. Bishop, who is at the head of the establishment, has for many years occupied various offices of trust, and in them all, has acquired and sustained a character above suspicion. We thus express our sentiments, not for flattery, but because we desire our readers to feel confidence in this institution. Not unfrequently seamen desire a safe Bank for depositing their hard-earned money. We hope they may feel disposed to avail themselves of this opportunity. The conditions are as favorable as could be expected in the fluctuating state of the money market.

Upon the whole, we are glad to see the enterprise started without the usual Bank machinery of a "Charter" and "Board of Directors." We believe there is much truth in the saying that "Corporations have no souls!" "Charters" and "Corporations" too often become shelters for wrong proceedings, such as men individually would never transact. We much prefer, in the present state of society, the *personal responsibility* of gentlemen whose characters are established and known.

Daniel Webster once said, that "confi-

dence is a plant of slow growth." It may require time for persons of small means to acquire confidence in Bishop & Co's Savings Bank, but ultimate success we confidently expect. We are not so sanguine, however, upon this subject, as to imagine that it will immediately become a great establishment, neither do we suppose it will cure all the ills and evils under which society labors. Such institutions have exerted a healthful and salutary influence upon society elsewhere, and we expect the same general result will follow in this part of the world.

☞ We would acknowledge the reception of "A Discourse on the Life and Character of the Rev. Joseph C. Smith; delivered in the Congregational Church, Newton, Mass., March 28, 1858, by Rev. Henry A. Miles."

It will be recollected by some of our readers, that the Rev. Mr. Smith died in Honolulu December 29th, 1857, having visited the islands for the benefit of his health. From this discourse it appears that he was a native of Waltham, Mass., where he was born July 18, 1819. He graduated at Bowdoin College, in Maine, and studied Theology at Andover Theological Seminary. For eight years he was pastor of the Unitarian Church in Groton, Mass., and subsequently removed to Newton, where he gathered a new society around him. He came to this part of the world for his health. On his arrival here, he was met by friends, who administered to him every attention which thoughtfulness could suggest or kindness dictate.

NEW MILL.—During our late trip to Maui, we were not a little interested in occasionally visiting a spot in Wailuku, where several Portuguese were laboring to erect a flour-mill. We saw them digging their race-way and wheel-pit, putting up the building and flume. We confess it was the most simple affair that we ever saw for the purpose of grinding grain. The whole amounts to merely a tub-wheel at one end of a shaft, and a pair of millstones at the other! Simple as it is, the important result is accomplished, the mill will produce good flour. The proprietors of the mill sent us a sample of the first that was produced. Like all new flour, it is "strong," as the bakers say, but excellent when mixed with American; half-and-half, it makes excellent bread. We are glad to learn that water-power is abundant. Before long we shall expect to learn that water-power grist-mills have been established on the other islands. We should suppose that one thousand dollars would nearly cover the entire cost of the establishment. The enterprising proprietors are Portuguese. We feel, perhaps, additional interest in witnessing the success of this enterprise, from the fact that we have been acquainted with the proprietors ever

since they landed here, as seamen, and are knowing to their industry, thrift and perseverance, under most discouraging circumstances.

☞ At Colburn's Auction Room, Saturday evening, August 21, a large sale of books took place. Over 400 volumes were disposed of at fair prices.

DONATIONS.—For support of the Bethel: from Mr. Walker, \$5; Mr. R. Clouston, 20; Mr. George Cooke, H. B. M. ship *Trincmalee*, \$5. For the *Friend*: Mr. Walker, \$5.

HOW TO SPEND THE SABBATH.—In a recent work by the distinguished Professor of Surgery in the University of Edinburgh, we find the following glowing paragraphs on Sabbath occupations:—"Rest assured that the more the physiologist advances in the exact knowledge of his science, the more will he be convinced that the physiology of the Sabbath, as contained by manifest implication in God's revealed word, is not only true, but imbedded there, and embodied in corresponding enactments, alike in wisdom and in mercy. And the more faithfully man observes the Sabbath according to God's law, the purer pleasure and the higher happiness will be his. Let him *walk* on the Sabbath; but let it be, Enoch-like, with God—walking to or in the sanctuary, whether that be roofed by mortal hand, or canopied by the spacious firmament. Let him *read* on the Sabbath; but let it be of God and godliness—not concerning the things of time which are seen, but touching the great things which are not seen, and are eternal. Let him *talk* on the Sabbath; but let his conversation be as "becometh the gospel of Christ." Let him *meditate*; but let it be on the law of God, "day and night," that he may observe to do according to all that is written therein; for then he shall make his way prosperous, and then he shall have good success. Let him *eat* on the Sabbath; but while the sustenance of the body is not neglected, let his soul's feeding be upon the "bread of life." Let him *drink* on the Sabbath; but let it be of the "water of life," and that freely.

POWER OF SEA BREAKERS.—From experiments which were made some time since, at the Bell Rock and Sherryvore lighthouse, on the coast of Scotland, it was found, that while the force of the breakers on the side of the German Ocean may be taken at about a ton and a half upon every square foot of surface exposed to them, the Atlantic breakers fall with double that weight, or three tons to the square foot; and thus a surface of only two square yards sustains a blow from a heavy Atlantic breaker, equal to about 54 tons. In Nov., 1824, a heavy gale blew, and blocks of limestone and granite from 2 to 5 tons weight, were washed about like pebbles at the Plymouth breakwater. About 300 tons of such blocks were borne a distance of 200 feet and up the inclined plane of the breakwater, carried over it and scattered in various directions. A block of limestone, 7 tons, was in one place washed a distance of 150 feet. Blocks of 3 tons weight were torn away by a single blow of a breaker, and hurled over into the harbor, and one of nearly 2 tons, strongly trenailed down upon a jetty, was torn away and tossed upwards by an overpowering breaker.

[From the Child's Paper.]

Jack and his Meal-Bag: or, Sincerity Not Enough.

The mill was doing a great business that day, when Jack and David Jameison rode up with their bag of corn to be ground. They lived on a small farm five miles off the main road, and were therefore not sorry at the prospect of waiting several hours for their grist. It gave them a chance of seeing something of the liveliness and bustle of "The Corner," as that part of the village was called where the tavern, store and mill stood. They ran about here and there, and saw and heard a great deal.

At last a heavy shower coming on, they went back to the mill to eat their lunch and see when their turn came. The miller's son and the squire's son were engaged in a brisk talk, which soon took Jack's attention. David went to look after the corn. The miller's son was urging upon the squire's son the importance of finding what truth the Bible enjoined, which the squire's son parried by saying it was "*no matter what a man believes, provided he's sincere.*" The rattling, off hand tone of the young man pleased Jack, and he wished he could talk so. "Wouldn't he shut up his grand-sire? Yes, that he would!" "*No matter what a man believes, provided he's sincere,*" said Jack to himself, bridling up, and bracing his conscience against the godly conversation of his relatives. "He'd fix 'em now," he said, with a sly cant of his head.

It was not until late in the afternoon that the boys' grist was ready; when the old mare was brought out of the shed, the bag hoisted on her back, and Jack and David both mounted her—bag, boys and mare homeward bound. "You've got a longer ride ahead than I wish you had, boys," said the miller, casting his eyes towards a black cloud which was rising and darkening the western sky. "There's plenty of water up there for my mill."

The mare set briskly off, and was soon lost to sight among the windings of the forest road. But the gloom gathered faster than the horse trotted, and it was quite dark when they reached a fork in the road, where it might make a very considerable difference which path they took home. One was the traveled road. This way there was a good bridge over Bounding Brook, a mountain stream, which was often dangerously swelled by the spring rains. It was the safest though the longest way home. The other was a wood path through the pines, often taken in good weather by the farmers living on the east side of the town, to the Corner. In this road Bounding Brook was crossed by fording.


"Father told us to be sure and take the traveled road, if 'twas late," said David. "Going to," said Jack; and the mare stopped at the fork, as if to let the boys be sure which to take. In fact, Jack was a little confused. The windings of the road with nothing but woods on each side, and of course no distinct landmarks to govern him; the gloom of the night hiding what objects might have served to direct him, together with his small acquaintance with the road, did puzzle the boys, although Jack, being the older of the two, with a dash of pride about him, would not own it. As the mare stopped he came to a conclusion, and whipped up. "All right," he cried.

"Are you sure?" asked David. "This way I know," answered Jack. "*I don't know,*" said David; "let me jump off and run down to that light yonder, and ask; there must be a cabin there, and folks." "Oh, we can't stop for all that," said Jack. "I honestly believe this is the traveled road, David, and that's enough; can't you trust me?" "But your honestly believing it don't make it so," muttered David. "I haven't a doubt of it, Dave; you be still," cried Jack, angrily. "I think we ought to ask, so as to be sure," persisted David. But Jack whipped up, and poor David's fears and words went to the winds, as gust after gust of the coming shower roared through the forest, and Jack urged the horse to all the speed which her heavy load would allow, on and on through the dark woods. Jack was well pleased with the correctness of his hasty decision about the way; and the further he went, the more and more confirmed was he that it was the right way.

Presently the roarings of Bounding Brook arose above the rattling of the woods. "A switch over the mare's haunches, and we shall be over the bridge in a jiffy," cried Jack; "then, old fellow, what'll you say?" David privately muttered, "He'd like to feel himself over," when, a few more canters, and—Jack, David, meal and mare were floundering in the raging waters of the swollen stream, pitch dark, the storm on them, and miles from human help. The first few moments of horrible surprise it were in vain to paint. Jack at last found himself anchored on a log of drift-wood, the icy waters breaking over him, and the bridle still fast in his hand. "David!" he shouted at the top of his voice; "David!" "The Lord have mercy!" cried David, "I'm somewhere." The meal? ah, that was making a pudding in some wild eddy of the Bounding Brook, far below.

"No matter what a fellow believes, provided he's sincere," cried poor Jack, thoroughly drenched and humbled. "It's the biggest lie the devil ever got up. It is matter. *Being right* is the main thing. Sincerity don't save a fellow from the tremendous consequences of being wrong—that it don't. Then what's the use of all a fellow's sincerity? It can't get him out of the scrape; he's got to *take it*. Lord he's up! Didn't I honestly believe I was on the bridge of the traveled road, when I was like going to perdition in the ford of the wood path! Lord help us!" And the woful disasters of that night completely and forever cured poor Jack of a popular error which has pitched many a poor soul in the wilder surges of unbelief and irreligion.

WHAT A HEATHEN SAID.—Plutarch speaks of a long white beard of an old Laconian, who, on being asked why he let it grow to such a length, replied: "It is that, having my white beard continually before my eyes, I may do nothing unworthy of its whiteness."

 The Bible is like a wide and beautiful landscape seen afar off, dim and confused; but a good telescope will bring it near, and spread out all its trees and rocks and flowers, and verdant fields and winding rivers, at one's very feet. That telescope is the Holy Spirit.

A VOYAGE

ROUND THE WORLD in the years 1800, 1801, 1802, 1803 and 1804; in which the author visited the principal islands in the Pacific Ocean, and the English Settlements of Port Jackson and Norfolk Island. By JOHN TURNBULL. First American, from the London Edition. Philadelphia: published by Benjamin and Thomas Kite, No. 20, North Third Street. Brown & Merritt, Printers, No. 24, Church-alley. 1810.

EDITORIAL REMARKS.—Above, we give the title-page of an old volume, containing the narrative of a voyage round the world. During the voyage, the vessel touched at the Sandwich Islands. The writer appears to have been the supercargo of the vessel. The voyage was undertaken at his suggestion, by British merchants, in order to extend British commerce upon the north-west coast of America. The vessel left England in May, 1800, proceeding on her voyage, touching at Madeira, Brazil, Cape of Good Hope, Sydney, Norfolk Island, Tahiti, at length arrived at the Sandwich Islands, on her passage to the N. W. coast.

Thinking our readers will be interested in the writer's observations upon the islands and their inhabitants, we purpose re-publishing those chapters of the book relating to the Sandwich Islands. We have been induced to pursue this course from the favorable reception which has been given by our readers to the re-publication of Campbell's residence on Oahu.

We would merely add that the volume of "Turnbull's voyage" is very rare. This is the only one we have ever met with, and we presume more of our readers not only never saw the book, but even never heard of it. We are confident only one American edition was ever published, and that appeared in 1810.

Adieu to the Society Islands—Ludicrous circumstance in the passage, between the Otaheitan natives and our seamen—Arrival at the Sandwich Islands—Commerce—Trading—Desertion of our Carpenter.

Leaving Maura, we bid adieu for the present to the Society Islands, and stood on our course for the Sandwich Islands. This voyage furnished no occurrences out of the common order. The seamen, in their manner, amused themselves by representing to the natives of Otaheite on board, the dangers that awaited them in crossing a certain part of the sea, meaning the equinoctial line, where they would certainly be harassed by infernal spirits rising out of the water. These stories had a powerful effect on the poor strangers, who had moreover for some time been extremely uneasy and impatient to see land once more, and appeared most sincerely to regret their imprudence in embarking on a voyage to which they could discover no bounds. So great was their terror at the moment, that I am persuaded had any land been in sight, they would have taken themselves off without leave; but as there was no back-door, they were compelled to submit to their fate; and

their terror furnished an inexhaustible fund of amusement to our mischievous sailors.

In their distress they at last applied to be informed as to the truth of what the sailors had said, and on being undeceived, gave a scope to their joy in the most extravagant manner, leaping and hallooing about the deck, as if their minds had at once been relieved from the most dreadful apprehensions. It was however out of my power to prevent them from going through the operation of shaving, &c., usually performed by seamen on persons crossing the line for the first time, and considered by them too serious a privilege to surrender to any remonstrance. We could discover that the whole of this business had made a deep impression on the Otaheitans, and that they promised themselves much pleasure in recounting their adventures to their countrymen on their return; when the truth would doubtless receive abundant embellishment, for these islanders are naturally fond of the marvellous, and are not even scrupulous in the accounts they give of any extraordinary events that fall in their way. The wind being scanty in the latter part of our voyage, the first land we made was Whahoo, an island subject to Tamahama, the great chief of the Sandwich Islands. Here we opened a trade with the inhabitants for salt, which we found much scarcer and dearer than we had expected. The increased price was occasioned, not only by the scarcity, but by the frequent intercourse the natives have with Europeans and Americans, from whom they have learned to affix a proper value to the productions of their country, and their bargains discover a knowledge and an acuteness very uncommon.

The Americans carry on in particular a most active trade with these islands, supplying them with property at an easy rate in exchange for provisions, and, unless I am much deceived, will do more than any others to exalt it to a singular degree of civilization. The reader will here pardon me for introducing this remark on American commerce: so far does it exceed all former efforts of former nations, that even the Dutch themselves sink under the comparison. Scarcely is there a part of the world, scarcely an inlet in these most unknown seas, in which this commercial hive has not penetrated. The East Indies is open to them, and their flags are displayed in the seas of China. And it must be confessed, to their honor, that their success is well merited by their industry.

In order to accommodate the natives in bringing off their articles for sale, or rather barter, we kept the ship as close as possible in with the land: but then we were beset with such numbers of women, that our vessel could not have contained a quarter of our visitors, had we been disposed to admit them on board. To prevent this embarrassment, we resolved, as much as possible, to assume the appearance of a ship of war: and therefore dressed six seamen in soldier's uniforms, and made them walk the deck under arms and kept our colors and pendant always flying. These precautions we had reason to believe were not unnecessary, for it was in this island that the captain and the astronomer of his Majesty's ship *Dædalus* lost their lives in an affray with the natives. The exemplary manner in which their murder was revenged by Captain Vancouver, has been

very beneficial to all navigators who since his time have touched at the island. A few similar instances of justice would have more efficacy in ensuring the safety of our intercourse with this people, than any of those wanton and ill-judged cruelties which, under the circumstance of the slightest quarrel with these natives, are but too commonly practised.

The natives showed the utmost eagerness to get on board the ship; but when all their attempts were opposed, and themselves forced back into their canoes by our new-made marines, they at last contented themselves with lying at a little distance, conversing with our Otaheitan natives. After some time, appeared one of the deputy chiefs of the island, under Tamahama, whose approach created no small stir and bustle among the other islanders in their endeavoring to open a passage for him. But as many of their canoes were crowded and entangled together, they were, in the hurry, run down by the canoe of this great man, who took not the least notice of the disaster he had so wantonly occasioned, or rather who affected this cavalier behavior, with the intention of impressing us with a high idea of his rank and consequence in the country. The poor natives, recovering their canoes, cleared them of the water, got into them again, and remained near the ship, without expressing the smallest dissatisfaction or complaint on account of the tyrannical treatment of the chief. When he was received on board, he immediately commenced inspector-general of all commodities brought off to us for sale; and at last, whether justly or unjustly I know not, he seized an old man whom he charged with offering for sale salt belonging to the King. The old man was so alarmed at this charge, that he seemed ready to expire with terror; so that we interposed in his behalf, and, on our account he was pardoned, and set at liberty. Whilst he was on board, he released us from the embarrassment of our numerous visitors: seemingly resolved that we should be troubled with no other impertinence but his own. He appeared to entertain an equal indifference to any mischief he might cause; for as many of his countrymen as were in any degree tardy in obeying his mandate, he saluted with stones from our ballast, which maimed not a few of them.

Nor did the natives appear to oppose any resistance, but submitted, as if to an acknowledged authority, without murmur or reluctance. In these islands, obedience is understood as well as tyranny, and the despotism and wantonness of command in the chiefs is only equalled by the correspondent timidity and submission of the people. Philosophers are much mistaken who build systems of natural liberty. Rousseau's savage, a being who roves the woods according to his own will, exists nowhere but in his writings.

Although we could not but abhor the despot conduct of this chief, yet to it were we indebted for the clearing of the ship from crowds of natives, who were endeavoring on all hands, to come on board. He had however with him some friends, whom he requested leave to introduce to us, and to whom on his account we shewed what civilities appeared to be proper.

We remained only a few days in this island, salt being so scarce that we were

obliged to remove the ship to several different places to glean what could be found. When our business was over, we settled our accounts with the chief just mentioned, who was receiver-general for the King. He then left the ship, and, to our astonishment, was accompanied by every native, taking to their paddles, and making for the land with all possible speed. One canoe, the one which had brought off one of Tamahama's naval officers, alone remained. We inquired of this person the meaning of the sudden departure of his countrymen, but he declared he was totally ignorant of the cause, and neither could nor would give us any satisfaction. Being apprehensive of treacherous projects against us, either on the part of the islanders or of their chiefs, it at first occurred to us secure the person of this officer as a pledge for our safety; but on further consideration of the difficulties to which this step might expose not only us, but other future European navigators, we judged it most prudent to suffer him to depart.

As soon as he had left us, beginning now to suspect the true cause of the hasty departure of our visitors, I made inquiry amongst our people whether they had not found means to steal some articles belonging to the ship; and from their general precipitation, and general flight, my mind suggested to me that the theft was of no ordinary consequence. It was some time before I could procure a satisfactory answer; but it was at length discovered that our carpenter had secretly conveyed himself into one of the canoes, and had thus been carried on shore.

Such is the difficulty, nay almost impossibility, of maintaining the necessary complement of men in these voyages, that I could almost recommend that no one should hazard the attempt, unless, as in a king's ship, he can support his authority by martial law. Nothing, as we have before mentioned, can withstand the seduction and artifices of the southern islanders; women, and a life of indolence, are too powerful for the sense of duty in the minds of our seamen. Had we relaxed our efforts for a single moment, our ship would have been deserted.

The acquisition of such a person was of inestimable value to Tamahama, and there seemed to be little doubt that, conscious of the value of their prize, they would defend it with their utmost efforts. Our force, moreover, was wholly inadequate to compel them to restore him; and in endeavoring to recover one of our ship's company we should have run the risk of losing many more by similar desertion. From these and other reasons, we thought it more prudent to put up with our loss.

[To be continued.]

THE MARRIAGE SERVICE.—Sir John Bowring, the British Ambassador to China, who, by the way, wrote "Watchman, Tell us of the Night," as well as many other charming pieces of church psalmody, is said to be not only a very eccentric, but a very opinionated man. On one occasion he was animadverting upon the "wickedness," as he expressed it, of the marriage service, as prescribed by the Church of England. "Look at it," said he—"with this ring I thee wed—that's sorcery; with my body I thee worship—that's idolatry; and with my worldly goods I thee endow—that's a lie."

MARINE JOURNAL.

PORT OF HONOLULU, S. I.

ARRIVALS.

- July 27—Am clip sh Golden Eagle, Harding, 12 days fm San Francisco, with U S Mail.
 27—Am wh sh Geo Howland, Pomeroy, of N B, fm Kodiack ground, 300 bbls whale oil.
 Aug. 1—Am wh sh Wm Wirt, Osborne, from Kodiack, 900 wh this season.
 7—Am clipper ship Black Prince, from San Francisco for Hongkong, went by this port, under full sail, at about 9 A. M., showing Marryatt's Signal, 971.
 8—A clipper bark, supposed the Priorella, from San Francisco for China, went past the port, under full sail, at 10 o'clock, A. M.
 13—Ship Lucas, Daggett, 29 days from San Francisco.
 16—Am sh John Marshall, Pendleton, 19 days from Jarvis Island.
 Aug 19—Am wh sh Gen. Pike, Russell, 22 mos out, 125 sp, 2100 wh, 500 wh season.
 Am whale bark Union, Hedges, of Sag Harbor, 200 bbls this season.

DEPARTURES.

- July 23—Am bk Melita, Polleys, for ports in the Pacific.
 24—Brig Emma, Bennet, for San Francisco.
 23—Haw brig Advance, English, for Fanning's Island.
 Aug. 1—Geo Howland, Pomeroy, for New Zealand.
 8—H B M S Havannah, Harvey, 19 days from Victoria, Vancouver's Island.
 17—Phoenix, Lambert, to cruise on New Zealand.
 17—Wm. Wirt, Osborne, to cruise and home.

MEMORANDA.

[From the Marine Report of the P. C. Advertiser.]

Report of Ship George Howland.

- Ships spoken and heard from on the Kodiack Ground, up to July 1:
 May 23—Ocmulgee, Edgartown, - - - Clean.
 26—Erie, New Bedford, - - - 1 Whale.
 June 16—Neva, Greenport, - - - Clean.
 18—Brooklyn, New London, - - - 3 Whales.
 19—Electra, " - - - 9 "
 20—George & Susan, New Bedford, - - - 5 "
 20—Rainbow, " - - - 7 "
 25—Robert Edwards, " - - - Clean.
 25—Goethe, Bremen, - - - 24 Whales.
 25—Adeline Gibbs, Fairhaven, - - - Clean.
 26—Union, Sag Harbor, - - - 1 Whale.
 27—Contest, New Bedford, - - - 4 Whales.
 27—Ripple, New London, - - - 2 "
 27—Cynthia, Honolulu, - - - 9 "
 27—Benj. Morgan, New London, - - - 3 "
 30—Marcia, New Bedford, - - - 2 "
 30—Draper, " - - - 9 "
 July 1—Fran. Palmer, New London, - - - 4 "
 1—Architect, " - - - 4 "
 1—Florida, New Bedford, - - - 500 bbls.
 1—Lark, New London, - - - 3 Whales.
 1—Caroline, Greenport, - - - 1 Whale.
 1—Tashmaroo, Fairhaven, - - - 6 Whales.
 1—Arab, " - - - Clean.
 1—Iris, New London, - - - 3 Whales.

A few more ships were heard from, averaging about three whales. The whales left about the first of July, and the ships were all putting off for Bristol Bay and the Arctic. About 30 ships were on this ground. Weather good, but whales very shy.

Yours, etc., G. P. POMEROY,
 Master Ship Geo. Howland.

Report of Ship Gen. Pike.

- June 10—Sh Fabius, Smith, NB, last from Mt Fairweather, clean.
 10—Sh Adeline Gibbs, Withington, FH, last from Mt F W, clean.
 20—Sh Draper, Sanford, NB, last from Mt Fairweather, 34 mos out, 1400 wh on board, 500 wh this season, 5 whales taken.
 20—Sh Florida, Fish, NB, last from Mt F W, 20 mos out, 2200 wh whole voyage, 700 wh this season, 8 whales taken.
 20—Sh Architect, Fish, NL, last from Mt F W, 1000 wh on board, 1000 wh this season, 7 whales taken.
 20—Sh Geo Washington, Brightman, Wareham, last from Mt F W, clean.
 20—Sh Rainbow, Halsey, NB, last from Mt F W, 700 wh this season, 8 whales taken.

Report of Capt. Osborne, of Ship Wm. Wirt.

Left Kodiack ground July 11, on account of sickness, the captain having been very low with an affection of the throat. July 8, spoke bark Arab, Grinnell, 100 bbls, which reports the following ships: July 1, bk Ripple, 600 bbls; sh Motezuma, 300 bbls. On leaving the ground the weather was good, and whales were seen in plenty.

Whalers at Talcahuano.

- April 10—Sh Courser, Gifford, 26 mos, 300 sp, sail to cruise.
 13—Sh Hesper, Stevens, 45 mos, 1000 sp, 100 wh, sd hme.
 13—Sh Peru, Haston, 30 mos, 600 sp, sailed to cruise.
 13—Sh Sea Queen, Houghton, 31 mos, 1200 sp, home.
 18—Sh Niger, Jernegan, 19 mos, 700 sp, cruise.
 18—Sh Domingo, Phinney, 43 mos, 800 sp, home.
 25—Sh Citizen, Cash, 30 mos, 1300 sp, 100 wh, cruise.
 23—Sh Caroline (Br), Benson, 24 mos, 280 sp, cruise.
 May 6—Sh Jas Luper, Ramsdale, 31 mos, 450 sp, 250 wh, cr.
 6—Sh Ocean Rover, Veeder, 34 mos, 1500 sp, cruise.
 6—Sh Dartmouth, Heath, 2000 wh, home.
 The Dartmouth is last from Magdalena Bay.

Off and On at Paika.

- June 1—Am wh sh Zephyr, 650, all told.
 1—Am wh bk Peru, 500, all told.
 3—Am wh bk Active, 100 sp since last report
 10—Am wh bk A. Houghton, 50 sp, 50 wh,
 10—Sh Falcon, 900, all told.
 10—Sh Thomas Pope, 1150 sp.
 12—Sh Hydaspes, 1050 sp, 350 wh.
 13—Sh Archer, 850 sp.
 13—Bk Catalpa, 120 sp since leaving Talcahuano.

GALLAPAGOS ISLANDS—

- May 20—(Northward)—Am wh sch E. A. Luce, 50 sp.
 20—Ship Mary Wilder, 300, all told.
 20—Bk Chile, 90 sp, 140 blackfish. —Pan. Star.

Ship John Marshall, with 500 tons guano, arrived on the morning of the 18th from Jarvis Island, after an absence of 66 days. She reports the sailing of the *Josephine* for New Nantucket and other islands, on the 20th July, with 200 tons guano on board, and may be expected here in a few days. The clipper *White Swallow* was loading, and would be ready to sail on the 25th August for New York. She is loading at the rate of fifty tons a day. The *John Marshall* touched at Christmas Island on her return voyage. On leaving Jarvis Island, had a strong current setting to the Westward. Passed to the S. W. of Fanning's Island. Made Hawaii in 13 days from Jarvis Island. Passage to Honolulu from Jarvis 18 days. During the time we laid at Jarvis Island, winds from E. S. E. to E. N. E., and on the passage back, winds variable from S. E. to E. N. E. with much rain.

July 24—Touched at Jarvis Island, Am. whale ship Joshua Bragdon, Bates, 10 months, 300 sp.

Arrived at New Bedford, June 5—Ship Triton, White, Lahaina; Nov 4, took 160 bbls sp on the passage; 11th, Cullao, Howland, hence Nov 17; 3d, bk Gratitude, Cornell, Lahaina, Nov 14.

Sailed from New Bedford, for North Pacific Ocean, June 11, ship Daniel Webster, Bellows; 12th, ship Gladiator, Luce, for Honolulu.

The ship *Modern Times* had been placed on the line of H. A. Peirce's Honolulu Packets, to sail from Boston for Honolulu in the latter part of July. She will touch at Tahiti.

The *Portena*, from Liverpool for Honolulu, was obliged to put back, having shipped a heavy sea, breaking the mate's leg and doing other damage. She sailed again May 23.

Capt. D. P. Penhallow, at New London, had purchased a schooner, said to be for the Sandwich Island trade, but we understand she is intended to succeed the *Caroline*, for some time a tender to the *India*, in the Ochotsk Sea.

Sh Gen. Pike reports that bk Cynthia, of Honolulu, lost her main topmast while cutting in a whale. Ripple, of New London, lost her fore topmast and jibboom.

Spoken, by sh Gen. Pike, July 20, lat. 40° N, lon. 139° 30' W. mchrt brig Consort, of Port Madison, 10 days from San Francisco, bound to Straits of Juan de Fuca Sound.

H. B. M. Ship *Havannah* reports having passed a topsail schooner, July 26, lat. 44° N., lon. 131° 35' W. This is supposed to be the *John Dunlap*, which sailed hence June 28. From the above position, she was only three or four days' sail from Victoria.

PASSENGERS.

For PORTLAND—per L P Foster, July 24—J D Mills, S Downs, A Wheeler, R. McDowell and wife, P McGinnis.

For SAN FRANCISCO—per Fanny Major, August 9—G C Whiteside, Rev L Smith, R Clouston, John Baker, Jose Resera, Manuel Gelart, T M Lippincott, S P Chapman, E Davis, Manuel Lever, J W Smith, Miss Mary St Clair, Mr Kinley.

From JARVIS ISLAND—per John Marshall, August 16—A F Judd and A W Judd.

MARRIED.

At Walluku, Maui, July 28, Mr. H. MANASE to Miss HAKALELEPONO, daughter of Judge W. P. Kahale, of Walluku.

At Walluku, Maui, August 9, Judge JOHN RICHARDSON to Miss ABIGAIL MANOHელი.

DIED.

In New Haven, June 3, aged 30 years, of consumption, Dr. JAMES A. RICHARDS, Professor of Belles Letters and Sciences, in Bedoit College, Wis. Dr. R. was a son of the late Rev. Wm. Richards, of these islands. He died at the residence of his mother in New Haven.

At the U. S. Hospital, July 31, JAMES SMITH, of Syracuse, N. Y. State. He had been an invalid inmate of the Hospital for five years past.

In this city, Aug. 4, an infant child of Wm. C. and Lydia Cutrell.

In this city, August 11, CAROLINE S. BROWN, wife of M. Brown, Esq., aged 32 years.

Also, at the same time and place, an infant child of the same.

At the U. S. Hospital in this city, on the 5th inst., of affection of the heart, JOHN NORTON, a native of Mass., U. S., aged 43 years, and for several years a resident of this country.

On board H. B. M.'s ship *Havannah*, Aug. 12, THOMAS MCINTYRE, seaman, aged about 29 years, a native of Ireland.

Drowned in Nuuanu Valley, Oahu, Aug. 16, Wm. P. CLARK, a seaman belonging to H. B. M.'s ship *Havannah*, aged 21 years, a native of Guernsey.

On board H. B. M.'s ship *Havannah*, on the passage from Panama to Vancouver's Island, killed by the falling of the top-gallant studding-sail yard from the top, Angus BOWIE, aged about 37 years, a native of the island of Islay, Angushire, Scotland.

ADVERTISEMENTS.

INFORMATION WANTED.

RESPECTING AUGUSTUS H. STILES, of North Adams, Mass. Two years ago he was on board bark *Stella*, but no intelligence has been obtained respecting him since last September. Should he visit the Islands during the ensuing fall, he is requested to communicate with the Seamen's Chaplain, in Honolulu.

ALSO,

Respecting WM. B. HOYT, of Wilkesbarre, Penn. In October, 1856, he was in Honolulu, reported that he was about to sail for home on board the *Huntsville*, but since that date no intelligence has been had respecting him.

ALSO,

Respecting GEORGE CLIFFORD SOREN. He left home as cabin boy on board bark *Mary Frances*, Captain Smith, of Warren, R. I. Subsequently he sailed with Captain Cleveland, of the *Julian*. It is supposed that he is now an officer under the name of "George Clifford," on board some American whale ship.

ALSO,

Respecting DAVID M. SELLECK, of Chicago, Ill. Should this young man have his attention arrested by this notice, he is requested to communicate with the Hon. D. L. Gregg, of Honolulu.

ALSO,

Respecting ALFRED NICKOLS, who was discharged December, 1856, from bark *United States*, and shipped again on board the *Chandler Price*, bound to New Bedford. He is supposed to be on board some whale ship in the Pacific. Should he visit Honolulu during the coming fall, he is earnestly requested to call upon the Seamen's Chaplain, or write to his friends, Eden street, Kingston-on-Thames, England.

ALSO,

Respecting WM. S. HAVENS, who is known to have jumped overboard from the *Good Return*, on her passage from Honolulu to Kauai, last of March, 1856.

ALSO,

Respecting JOHN B. METTLER, of Hartford, Ct. In 1854 he left home on board the bark *United States*. He was subsequently shipped by the American Consul in Honolulu, on board the *Eugenie*, but left the vessel. Since that time his friends have no intelligence respecting his whereabouts. He is requested to communicate with his friends or the Seamen's Chaplain in Honolulu.

ALSO,

Respecting EDMOND A. FAHNESTOCK, of Lafayette, Indiana. He is supposed to be upon the *Silver Cloud*, Captain Coggeshall.

ALSO,

Respecting OSCAR H. DAIN, of Demont, Cook co., Ill. He is reported to have been left sick in Honolulu, and subsequently settled upon the Islands. He is requested to communicate with his friends, or Dr. Judd, in Honolulu. 8-1f

INFORMATION WANTED

RESPECTING JOHN BALDWIN, an Englishman, reported to have lived upon the Sandwich Islands. He left England in 1819. Probably some of the old residents may have been acquainted with said person, if he ever resided upon Oahu, or any island of the group. Any information will be thankfully received if communicated to Consul-General Miller, or the Editor of the *Friend*. tf

HARDWARE STORE.

ON FORT STREET, NEAR HOTEL STREET. LOCKS of all kinds, Hinges, Screws, Tacks, Razors, Cut and Wrought Nails, Spikes, Brads, Files, Carpenters' Tools of all kinds, Pocket and Sheath-Knives, Marlinspikes, Caulking-Irons and Mallets, and numerous other articles, for sale at the lowest prices, by (tf) W. N. LADD.

READING-ROOM, LIBRARY AND DEPOSITORY.

SEAMEN AND OTHERS, WISHING to obtain books from the Sailors' Home Library, will please apply to the Bethel Sexton, who will have charge of the Depository and Reading Room until further notice. Per order. May 1st. 5-1f

ADVERTISEMENTS.



MRS. THURM MANAGER.

THE HOUSE IS NOW OPEN FOR THE ACCOMMODATION of Seamen. Board and Lodging will be furnished on the most reasonable terms. Seamen may rest assured that no efforts will be spared to furnish them a comfortable home during their stay in port. Boarders accommodated by the week or single meals.

In connection with the Sailors' Home is a Shipping Office, where applications from Captains requiring Seamen will be punctually attended to.

Board and Lodging for Seamen, per week, - \$5 00
Private Table, for Officers, per week, - - \$6 00

Apply for Board at the office, in the dining-room.

Honolulu, May, 1857.

5-1f

SHIPPING OFFICE.

THE UNDERSIGNED having taken the office attached to the "Sailors' Home," will procure officers and men for whaling and other vessels, at short notice, and will endeavor to give satisfaction to all who may favor him with their business.

GEORGE WILLIAMS,
Licensed Shipping Agent.

Honolulu, Sept. 1, 1858. 8-1f

SHIPS' ACCOUNTS.

MASTERS OF WHALE SHIPS, who desire assistance in the making up of their accounts, will please call on the undersigned, who will give his immediate attention to business entrusted to him. Office at the "Sailors' Home."

8-1f GEO. WILLIAMS, Accountant.

NOTICE.

THE SUBSCRIBER respectfully offers his services in the adjustment of accounts, collection of bills, etc. Mortgages, Leases, Bills of Sale, Agreements and other instruments, drawn with accuracy and dispatch, and on moderate terms. Office at the "Sailors' Home."

8-1f GEO. WILLIAMS.

NOTICE TO WHALEMEN.

MACY & LAW,

—DEALERS IN—

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Kawaihae, Hawaii.

CONSTANTLY ON HAND a good supply of Hawaiian beef, potatoes, hogs, sheep and numerous other articles required by whalemens. The above articles can be furnished at the shortest notice and on the most reasonable terms in exchange for bills on the United States or orders on any merchant at the Islands. No charge made on inter-island exchange.

Beef packed to order and warranted to keep in any climate.

3-1f

BIBLE, BOOK AND TRACT DEPOSITORY,
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BIBLES, BOOKS AND TRACTS, in the English, French, Portuguese, German, Welsh, Swedish and Spanish languages. These books are offered for sale, at cost prices, by the Hawaiian Bible and Tract Societies, but furnished

GRATUITOUSLY TO SEAMEN.

Also, Office of *The Friend*, bound volumes for sale. Subscriptions received.

N. B.—Seamen belonging to vessels lying "off and on," will be supplied with books and papers, by calling at the Depository, from 12 to 3 o'clock P. M.

S. C. DAMON,
Seamen's Chaplain.

ADVERTISEMENTS.

A. P. EVERETT,
COMMISSION MERCHANT,
Janlon's new block, Queen street, Honolulu, H. I.

REFERENCES.

Messrs. SAMPSON & TAPPAN, Boston.
" E. D. BRIGHAM & Co., "
" BUTLER, KEITH & HILL, "
Honolulu, July 1, 1857. 53-1f

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Savings Bank.

THE UNDERSIGNED WILL RECEIVE

Money at their Savings Bank upon the following terms:
On sums of \$300 or under, from one person, they will pay interest at the rate of eight per cent. per annum, from date of receipt, on all sums that shall have remained in deposit three months, or have been in deposit three months at the time of making up the yearly accounts.

No interest will be allowed on money withdrawn within three months from the date of deposit.

Thirty days' notice must be given at the Bank of an intention to withdraw any money; and the Depositor's Pass-Book must be produced at the same time.

No money will be paid except upon the Draft of the Depositor, accompanied by the proper Pass-Book.

On the first day of September of each year, after 1858, the accounts will be made up, and interest on all sums that shall have remained on deposit three months or more, and unpaid, will be credited to the depositors, and from that date form part of the principal.

Sums of more than \$300 will be received, subject to special agreement.

The Bank will be open every day in the week except Sundays and Holidays; and on Saturdays will be open until 6 o'clock, P. M.

Honolulu, August 14, 1858. 112-1f

BISHOP & CO.

To the Owners, and Persons interested in
Whaleships in the Pacific Ocean.

OFFICE OF THE PANAMA RAIL-ROAD COMPANY, }
New York, July 20, 1857. }

The Panama Rail-Road Company takes this method of informing those interested in the Whaling business, of the advantages offered by the Railroad across the Isthmus of Panama, for the shipment of Oil from the Pacific to the United States, and for sending outfits and supplies from the United States to Panama.

The Railroad has been in regular and successful operation for more than two years, and its capacity for the transportation of every description of merchandise, including Oil, Provisions, &c., has been fully tested. The attention of several Captains of whaleships has recently been turned to the subject of shipping their oil from Panama to New York during the present season, and the Panama Rail-Road Company has made arrangements to afford every facility which may be required for the accomplishment of this important object. A Pier, 450 feet long, has been built in the bay of Panama, to the end of which Freight Cars are run to receive cargoes from lighters or vessels lying alongside, and deliver the same alongside of vessels at Aspinwall. Vessels of from 200 to 300 tons can lie at the Pier with safety, grounding in the mud at low water.

The vessels to and from Aspinwall are fast-sailing brigs, belonging to the Rail-Road Company, and the Company is prepared to receive oil at Panama and deliver it in New York, under **through Bills of Lading** at the rate of seven cents per gallon, if received at the Pier, and eight cents per gallon if received in the harbor from ship's tackles, charging for the capacity of the casks, without allowing for wantage. For whalebone, one and one-half cents per pound. This charge covers every expense from Panama to New York, in case the oil is sent through the Superintendent or Commercial Agent of the Panama Rail-Road Company, insurance excepted. The freights may be made payable on the Isthmus or in New York at the option of the shipper.

The vessels of the Company sail regularly semi-monthly, and the average passages to and from Aspinwall are about twenty to twenty-five days. The time occupied in crossing the Isthmus is four hours. Oil, during its transit across the Isthmus, will be covered with canvas, or conveyed in covered cars, and owners may be assured that every care will be taken to prevent leakage. Several cargoes have already been conveyed to New York without the slightest loss.

Oil or other goods consigned for transportation to the Superintendent of the Panama Rail-Road Company, or to **William Nelson**, Commercial Agent of the Company at Panama, will be received and forwarded with the greatest despatch.

Frederic L. Hanks has been appointed Agent at Honolulu, Sandwich Islands, and is prepared to furnish every requisite information to shippers.

FREDERIC L. HANKS, Agent Panama R. R. Co., Honolulu S. I. 64-12m

JOS. F. JOY, Secretary

E. HOFFMANN,
PHYSICIAN AND SURGEON,

Office in the New Drug Store, corner of Kaahumanu and Queen streets, Makee & Anthon's Block. Open day and night.

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GENERAL MERCHANDISE, AND
HAWAIIAN PRODUCE.

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All Stores required by whale ships and others, supplied on reasonable terms, and at the shortest notice.

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Oct. 2, 1854.

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DENTIST.

OFFICE, CORNER OF FORT AND HOTEL STREETS.
HONOLULU, H. I.

GILMAN & CO,

Ship Chandlers and General Agents,
LAHAINA, MAUI, S. I.

Ships supplied with Recruits, Storage and Money.

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PHYSICIAN AND SURGEON.
Office Queen street, near Market.

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HILO, HAWAII, S. I.
N. B.—Medicine Chests carefully replenished.

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PHYSICIAN AND SURGEON,
HONOLULU, OAHU, S. I.

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NAVIGATION TAUGHT.

NAVIGATION, in all its branches, taught by the Subscriber. The writer likewise begs to intimate that he will give instruction to a limited number of pupils in English reading and grammar, geography, writing, arithmetic, &c. Residence, cottage at the back of Mr. Love's house, Nuuanu-street.

DANIEL SMITH.

Honolulu, March 26, 1857. 1f

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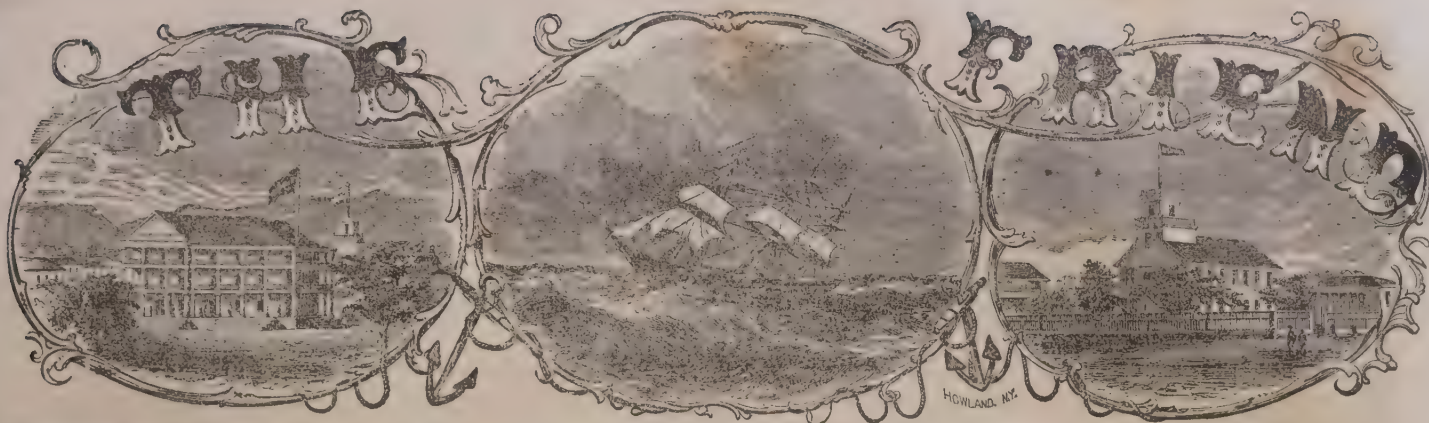
THE FRIEND:

A MONTHLY JOURNAL, DEVOTED TO TEMPERANCE, SEAMEN, MARINE AND GENERAL INTELLIGENCE.

PUBLISHED AND EDITED BY
SAMUEL C. DAMON.

TERMS:

One copy, per annum, - - - \$2.00
Two copies, " - - - 8.00
Five copies, " - - - 5.00



New Series, Vol. 8, No. 9.

HONOLULU, SEPTEMBER 24, 1858.

{Old Series, Vol. 17.

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THE FRIEND.

SEPTEMBER 24, 1858.

Early English Missionaries to the South Pacific.

The Samoan *Reporter* for October, 1857, which has just been received, contains an interesting obituary notice of the Rev. Charles Wilson, who died July 3d, 1857, at Falealili, Upolu, Navigator Islands. He came out to the South Seas in 1801, although he originally left England in the *Duff*, which was captured by a French privateer, and taken into Rio in 1799. He labored for many years at Tahiti. It was in his house that the Rev. T. S. McKean was shot during a skirmish between the French and Tahitians June 30, 1844. Subsequent to that event, he removed to Upolu, Navigator Islands, where he has since resided. His missionary labors extended over a period of near sixty years.

"It may gratify some persons," remarks the editor of the *Reporter*, "to state here that the old Tahitian missionary, Mr. Davis, a fellow passenger of Mr. W. in the *Royal Admiral*, and an intelligent and devoted laborer, was the last to quit the field, which he did at the call of his Master, having been removed by death on the 12th of August, 1855, aged 84. Mr. Nott, who was one of the first band of missionaries who reached Tahiti in the *Duff*, in 1797, died at Tahiti on the 2d of May, 1844. Mr. Henry, another of the first company, still survives, in New South Wales, in his 88th year. He is probably the last of those who prayed and labored for the salvation of Tahiti when she was yet bent upon her idols.

G. S."

The Great Awakening Continues.

Contrary to the predictions of the enemies and the expectations of the friends of the great religious awakening in the United States, it still continues to progress. The novelty of the affair has passed away, and the secular papers have less to say upon the subject, but the deep under current of religious feeling continues to flow over the land—this is manifest from the attendance upon the daily prayer-meetings. The Episcopal denomination has not hitherto, in the United States, sympathized with revivals of religion, and the High Church portion of that sect even now evinces opposition, but not so with the Evangelical party. The following testimony of the venerable Bishop McIlvaine, of Ohio, to the genuineness and purity of the great revival, is worthy of record:

"As we stated last week," remarks the editor of the *Protestant Churchman*, "in the late convention address, this venerated Bishop gives a judgment at some length on the character of the late remarkable attention to religious interests and services which pervaded our country. All our own observations and reflections would unite in the same testimony with him. And we have seen nothing in the work, which would in any way detract from our view of its importance and value, or lessen our gratitude to God for the blessings which it has brought upon our land. We have no doubt there are tens of thousands of souls alive to God in Christ Jesus, who, a year ago were wanderers from his fold and strangers to his love. And we can have no sympathy with the spirit which derides or spurns a work of God of such immeasurable worth as we deem this to have been."

ATLANTIC TELEGRAPH.—The important intelligence has been received that the Telegraph between England and America has been nearly laid. The wire has reached the American shore, brought by the *Niagara*; and report says (per the wire) that the *Agamemnon* was within 200 miles of the Irish coast. Full particulars may be expected by next mail.

The Amoor River.

We would acknowledge the receipt of a pamphlet, post-marked "Department of State," containing explorations of Amoor River, in a series of Letters, addressed to the Secretary of State, at Washington, by P. McD. Collins, Esq. It will be recollected, by some of our readers, that this gentleman touched at Honolulu last year, *en route* from the Mouth of the Amoor River to the United States.

This pamphlet, published under the authority of Congress, contains much valuable information respecting Russia, China, Manchooria, Mongolia, and Siberia, gathered during an overland journey from St. Petersburg to the mouth of the Amoor River. Mr. Collins' letter of introduction from the Secretary of State and the American Minister at St. Petersburg, procured facilities for traveling through the Russian Empire, which it would have been impossible for a private individual to have obtained. No amount of money would have secured him such advantages for observing the country and gathering information respecting trade and commerce.

On the arrival of Mr. Collins at Irkoutsk, Eastern Siberia, he addressed a letter, Jan. 31, 1857, to the Secretary of State, from which we copy as follows:

"I take the liberty of mentioning, as it may not be uninteresting, the system of 'posting' in Russia, having had a good opportunity to observe it, from Moscow to this city, a distance of over three thousand versts, and some twelve degrees more of longitude than from Boston to Astoria. This system of 'posting' was originally established by the government, for its own sole purposes: first strictly military, then followed the mail for the public, and finally for the use of travelers. There is from this to Moscow two hundred and ten stations, at which six 'troykays,' eighteen horses, are contracted for by the government to carry the mail twice a week, at three hundred rubles each 'troykah' per year; the stations were originally built by government, and a post master appointed to reside in each. This arrangement compels the contractors to furnish the mail with the necessary horses and vehicles; the horses

at all other times (with the exception of one troykah, which must remain always for the dispatch of government couriers) are at the command of travelers, who carry what is called a 'padaroshna'—that is, an order by the government on the 'post masters' to furnish a certain number of horses; for this 'padaroshna' the government receives, when delivered to you, one half of a kopeck a verst per horse for the distance you are to travel by 'post.' This order, besides being an absolute command on the 'post masters' to furnish the horses required, authorizes them, in case the post-horses are employed in the transportation of the mail, to procure (command) other horses from the peasants of the villages. The system in Russia is very complete, and seems to work well, and is worthy of consideration to our government, in case a 'post-road' be established from our western frontier to California. The distance from Moscow to this city is 'five thousand one hundred and thirty-eight versts;' the verst being two-thirds of our mile, will give thirty-four hundred and twenty-six miles; this is accomplished, under ordinary circumstances, in twenty-five to thirty days, and by government couriers in fifteen to twenty days, ordinarily in sixteen, seventeen, and eighteen days. There are two hundred and ten stations, or changes of horses; this gives the average of twenty-five versts to the station—that is, each relay of horses has to run sixteen and two-third miles. Now the government pays to the contractors three hundred rubles, (silver,) two hundred and twenty-five dollars, for each 'troykah,' (three horses,) that is, eighteen hundred rubles to each station for the service of the mails; this, multiplied by two hundred and ten, will give for carrying the mails from Moscow to Irkoutsk three hundred and seventy-eight thousand rubles, (\$283,500.) The regulations posted in the stations give the passengers the right to travel eight versts per hour in the fall, twelve in winter, and ten in summer; this rate of speed you have a right to enforce. As to the couriers, they make all that the horses are capable of, and as many as twenty-eight horses have been driven to death in one voyage, the government paying a stipulated price for the dead horses, twenty-five rubles each.

"One of the most singular features in this route from Moscow, such an immense distance over such an immense waste of country, is the fact that it occurs less than half a dozen times that the change of horses does not take place in a city, town, or village. I have no hesitation in saying that I passed through, between this and Moscow, five hundred cities, towns, and villages. This, of course, has been the work of time and a strong government, because villages are made by Imperial command. But, nevertheless, there is much to be learned in this, and it might be of real service to us in solving the problem as to a post-road being the *avant courier* of the Pacific Railroad to unite the Mississippi with the Pacific Ocean. In performing the journey myself, I employed over seven hundred horses, because I frequently had four and sometimes five to my sleigh; this, with the two hundred and ten drivers, and fifteen additional postillions, say two hundred and twenty-five drivers, at a cost of three hundred and twenty-five rubles for a 'troykah,' or about eight cents per mile." * * * *

"I arrived at Irkoutsk, the capital of Eastern Siberia, on the 7th of January, 1857, where I remained until the 4th of February, when I proceeded to Kyachta and Mai-mat-schin, to witness the Chinese-Russian commerce conducted at those cities. Returning to Irkoutsk, I set forth on my way to Chetah, on the head waters of the Amoor, on the 9th of March, 1857. I remained in Chetah, and in the mines of Nerchinsk, until after the breaking up of the ice in the river Ingodah, when, on the 18th of May, I set out for Chilkah; from whence, early in June, in a small row boat, I started for the mouth of the Amoor, where I arrived on the 10th of July.

"From Nicolaivsky, the port of the Amoor, I sailed by way of Hakodadi, Petropaulosky, Kamschatka, and the Sandwich Islands, for San Francisco, and from thence to Washington, where I arrived in February, 1858.

Having left San Francisco, originally, on this voyage, on 5th January, 1856, I have, therefore, been engaged in the voyage a little over two years, and traveled over thirty thousand miles."

* * * *

"In my explorations from Chetah to the ocean, a distance of twenty-six hundred and sixty-seven miles, made slowly and deliberately, with a constant and scrutinizing view to the navigability by steam of these waters, I know that I am not mistaken when I say that the whole distance to the sea can be navigated by steamboats. There must be, necessarily, two, and should perhaps be three, classes of vessels, in order to accomplish the voyage with great certainty and dispatch. The whole river, or rather the three rivers, Amoor, Schilkah, and Ingodah, are navigable, free from ice six months in the year, from the 15th of May to the 15th of November; the middle portion of the river (Amoor) longer."

* * * *

"The whole course of the Amoor, as recently explored, with its tributaries, reaches to about twenty-six hundred miles, the whole of which is susceptible of steam navigation. Boats of proper construction can also, by its most considerable southern tributary, penetrate to within a few hundred miles of Peking. From this point Peking could be united by a railroad, bringing it within ten days of the mouth of the Amoor, from whence to San Francisco, by steam, will be but fifteen days distant, while Shanghai and Hongkong would be reached in five to seven days, and Hakodadi (Japan) in three days."

* * * *

"The Amoor, or Sak-hah-lin, as it is universally called by the natives inhabiting its shores, as well as by the Chinese and Manchos, is a river of much beauty, and only second in magnitude; it combines many of the varieties of the picturesque, the beautiful and the grand of such rivers as the Hudson, the Connecticut, the Ohio, and the Mississippi, with the San Joaquin and Sacramento of California. As to its size and navigable qualities, it may be compared with the Mississippi, leaving out the Missouri, Red and Arkansas Rivers. It contains hundreds of Islands, with many lakes, bays and island chutes. The reaches are often grand and extensive, while snow-capped mountains,

rugged sierras, and smoking volcanoes, add beauty and grandeur to the scenery."

If our limits would allow, we should make additional extracts. This publication will have a great influence in calling the attention of the commercial, scientific, and religious community to those remote and hitherto almost unknown parts of the world.

A Bear Hunt in the Kamschatka Sea.

On the 10th day of August, 1857, in the good whaleship T——, we raised St. Matthews, about twenty miles distant. The sun set clear, and we anticipated a good day on the morrow. Early next morning we were close to the land, where we saw several polar bears coming down the mountains towards the beach, in search of food. At six o'clock, our captain came upon deck, and on being informed that there were no whales in sight—and seeing several bears on the island—he gave orders to get the quarter-boats ready, so that we might go on a bear hunt after breakfast. Accordingly, about eight o'clock, the boats were ready and manned by twelve brave Americans.

In about twenty minutes from the time we left the ship we were within ten rods of the beach, but the bears had left the beach and gone back to the mountains, where we did not wish to follow them. We did not despair, however, of finding one near enough to shoot at from the boats. We sailed on without seeing more than two or three, who immediately took fright on seeing us, and disappeared. We then cruised around until about four o'clock, when we saw a large bear about twenty rods from the water. The mate cried out, "There's a fellow at the foot of that rock!"

"No," said the captain, "it is nothing but a lump of snow." In a few minutes we were all satisfied, for the bear stood up and took a good look at us, and then climbed leisurely up the rock under which he had lain; but instead of running away from us, as the others did, he came down the opposite side of the rock towards the water at a point about half a mile distant from us.

"Now for it, boys," said Capt. W., taking his station in the bow of his boat, armed with a whaling gun which carried a four-ounce ball. Mr. R., the mate, followed the example of the captain. In fifteen minutes we were within fifty yards of Bruin.

Captain W. took aim and fired without making any effect upon Bruin, with the exception of knocking some of the sand upon the beach into his eyes. The bear then ran furiously into the water as though he would come up and attack us in turn; but when he found he could not wade out far enough, he turned and made for the shore. As soon as he turned, Mr. R., our mate, leveled his whaling gun, but he suddenly lowered it and called to his boatsteerer, Mr. H., to come and take the gun and deliberately aim at the bear and be sure not to miss him. H. gave no response, but fired, and the bear fell with one of his fore legs broken, and lay growling for some time, and then got up and rushed furiously for the boats. By this time Capt. W. was again ready and fired, but without effect.

The bear was now within sixty feet of the boats, but we dare not go near enough to

dart a harpoon or lance into him; now H. leveled his gun, fully determined to blow at least half of his head off, but he was too sure, the ball passing close to Bruin's head without effect.

Captain W. fired five times in all, but did not strike the bear once. H., the boatsteerer, fired five times, distributing one pound of lead in the body of the bear, but Bruin seemed only the more inclined to fight. Our balls being now exhausted, Captain W. took a lance and prepared to go on shore.

"Come, H.," said Mr. R., "don't let the captain kill the bear, you have done the best so far." At this, H. took a lance and jumped on shore, and ascended the rocks in a circular manner, in order to get on a rock under which the bear would have to pass as he ascended the hill. The captain ran in a direct line for the bear, until he was within about ten feet of him, when he reached out his lance and touched him; on feeling it, he turned suddenly and made a rush for Capt. W., who, seeing no chance for escape, threw down his lance and threw himself down among the rocks, where he was picked up by his crew with but a few slight injuries. The bear, on turning after the flying captain, showed his side to H., who taking advantage of the movement, darted his lance through the bear, thus saving the captain. In five minutes Bruin was no more. Six men then landed and rolled him into the water, and then they towed him to the ship, which was not more than a mile distant. We got him on board before dark. The flesh of this monster, when dressed, weighed twelve hundred pounds, and the skin, when tanned, measured twelve feet long by ten wide.

This account was written by one of the crew of a ship which has but recently arrived in New Bedford from a whaling voyage, and he pledges himself that it is true in every particular.—*New Bedford Standard*.

Loss of Ship Wild Wave, of Boston.

Ship *Wild Wave*, of 1550 tons, Captain Knowles, left San Francisco, February 9, 1858, bound to Valparaiso. Had easterly winds after leaving San Francisco, which forced the ship to the westward, beyond the usual track. On the night of March 4, about one o'clock, steering south, discovered breakers on the lee bow; attempted to go about, when the ship miss-stayed, and in wearing struck on a coral reef which, by observation next day, was found to be in lat. $24^{\circ} 01' S.$, lon. $130^{\circ} 53' W.$ The reef surrounds an island set down on the chart as Oeno, placed in lon. $130^{\circ} 35'$. In the morning effected a landing on the island, which was a low lagoon island, with a small growth of brush-wood, but no inhabitants. Soon after the ship struck she bilged, and lay over on her beam-ends, the surf breaking over her. Saved a few provisions, instruments, etc. Remained on the island ten days, during which time, owing to the heavy surf, was not able to board the ship only two days. About March 14, the captain, first officer and five men left the island in a life-boat, and proceeded to Pitcairn's Island, about 75 miles distant, with the hope of falling in with a whaler. On arriving at Pitcairn's, experienced great difficulty in landing; had the

boat stove in the breakers, and found the island desolate of inhabitants, these having left for Norfolk Island two years previous. Found wild goats and some vegetables growing on the island, upon which they subsisted four months.

During this time, with some old tools which were found among the deserted habitations, they constructed, with great labor, a boat about thirty feet in length, fastened partly with wooden pegs and partly with iron, in which, having succeeded in launching her on the 23d of July, Capt. Knowles, the 1st officer and two men embarked from Pitcairn's Island for Tahiti, three men preferring to remain. Met a heavy gale from the N. W., which, lasting three days, forced them to steer for Nukahiva, Marquesas Islands, where they arrived on the 4th August. There they found the U. S. S. *Vandalia*, Capt. A. Sinclair, who at once received them on board and set sail for Oeno via Tahiti, leaving Paapeete Aug. 12. Capt. S. and officers treated the shipwrecked party with true hospitality and made all expedition in proceeding to the rescue of those who still remained at Oeno, numbering thirty-one persons, all told. At Tahiti Capt. Knowles remained on shore, the first officer proceeding in the *Vandalia* to the wreck of the *Wild Wave*. From Tahiti Capt. Knowles came to Honolulu in the French corvette *Eurydice*, Capt. Pichon.—*P. Com. Adv.*

A NICE POINT OF LAW.—I heard this anecdote, says a correspondent of an American paper, from a gentleman long resident in Philadelphia:

Two Quakers in that place applied to their society, as they do not go to law, to decide the following difficulty: A. is uneasy about a ship that ought to have arrived, meets B., an insurer, and states that he wishes to have the vessel insured. The matter is agreed upon. A. returns home, and receives a letter informing him of the loss of the ship. What shall he do? He is afraid that the policy is not filled up; and should B. hear of the matter soon, it is all over with him; he therefore writes to B. thus: "Friend B., if thee hasn't filled up the policy, thee needn't, for *I've heard of the ship*." "Oh, ho!" thinks B. to himself, "cunning fellow, he wants to do me out of a premium." So he writes thus to A.: "Friend A., thee be'st too late by half an hour, the policy is filled." A. rubs his hands with delight, yet B. refuses to pay. Well, what is the decision? The loss is divided between them.

A ROMANTIC STORY.—*Staats Zeitung* tells us that, some years ago, a young man was living in New York city on a high scale. His name was William Frazer. He had a large business, good connections, and was so much engaged by the world's glitter and display that he had no time to look after his sister, at that time a poor teacher in one of the boarding-schools of New York; and by-and-by he forgot her entirely. Some days ago an aged man was arrested near Baltimore, and brought back to Morristown, N. J., where he broke out of the cell he was confined in, to await his sentence for counterfeiting. It was William Frazer. The once poor teacher lives now at Paris, in the Palais Elysee Bourbon, on the Champs Elysee, and is the wife

of Lucien Murat. She may dream every night of kings and crowns, while her unfortunate brother is awaiting his sentence to the State Prison.

QUEEN VICTORIA LOOKING YOUNGER.—An American in June last, writing from England, thus remarks: "Hearing that Queen Victoria was to be in Birmingham, we went to that city, and saw Her Majesty, under the most favorable circumstances. The whole city was profusely decorated in honor of her visit, and her passage from place to place was a triumphal march, while a million of people who had come in from the country around, shouted and sung—'God save the Queen.' In the evening the whole city was splendidly illuminated. I was glad to have so good an opportunity to see a sovereign who is so justly beloved by her people. She looks younger than she did when I saw her seven years ago."

JEWS AND THE SAVIOR.—The London *Record* says: "It has become a fashionable practice with modern Judaism to disown, and that in the strongest terms, all feeling of hostility to the Christian religion. A letter recently appeared in one of the daily papers, in which the writer, a Jew, protests against the common belief that Jews must necessarily be the opponents of Christianity. He maintains that, so far from this being the case, the Jews are enjoined, by their most venerated authorities, highly to reverence the work of Jesus Christ, who was one of the greatest agents employed by God in preparing the way for the coming of the true Messiah."

CREDITABLE TO THE INDIAN.—Schoolcraft the celebrated Indian agent states, that while there are many vices of which the Indians are guilty, they cannot be accused of the practice of swearing, for they cannot curse in their language. While they have words to indicate cheat, liar, thief, murderer, coward, lazy man, drunkard, etc., their language does not favor the formation of terms used in oaths or for purposes of profanity, and he never heard an imprecation or an oath. Their most bitter and reproachful term indicates simply *bad dog*.

A NICE POINT OF LAW.—Blackstone, speaking of the right of a wife to dower, asserts that if land abide in the husband for a single moment, the wife shall be endowed thereof; and he adds, in a note, that this doctrine was extended very far by a jury in Wales, where the father and son were both hanged in one cart, but the son was supposed to have survived the father by appearing to struggle the longest, whereby he became seized of an estate by survivorship, in consequence of which seizing the widow obtained a verdict of her dower!

A BOSTON YACHT SOLD TO AN ENGLISH BARONET.—Messrs. Brown & Lovell, of East Boston, have sold their fine pleasure yacht, the *Flora Temple*, to Sir Henry W. Beecher, of England. The *Flora Temple* is 121 tons burthen, of fine model, and is built in the most thorough manner. She will go to Quebec, and thence to Cowes, where she will be kept by her owner for his private pleasure yacht.

THE FRIEND.

SEPTEMBER 24, 1858.

New French and Hawaiian Treaty.

Both the *Polynesian* and *Advertiser* furnish their readers with copies of the new Treaty. The negotiation and signing of the treaty have given rise to much discussion on both sides. We cannot but express the hope that it may result in greater benefits than its friends predict, and fewer evils than its opposers forebode. By former treaties, the French compelled the Hawaiian Government to impose no duty on foreign spirits higher than \$5 per gallon. The present treaty reduces the duty on spirits to \$3 per gallon, but allows the Hawaiian Government to exercise its pleasure in imposing duties upon all imports. These are the main alterations; as for the results, time must disclose. If the French expect by the change an increase in the importation of French brandy, we are quite confident they will be disappointed. The increase, if any, we fear, will be in spirits of an inferior quality, such as New England rum and whiskey.

If the French, in their zeal to regulate the brandy trade, could have banished all kinds of spirits and sent hither nothing but their "light" wines for sailors to drink, we should have been glad. If sailors and others must drink, how much better that they should confine themselves to those drinks which would not kill and brutify men to such a fearful rate. Our doctrine is "touch not, taste not, handle not" the intoxicating drinks. We have observed, however, that French sailors behave themselves much better when they come on shore from French men-of-war than from American or English. French sailors drink on ship-board, and for the most part when ashore, "light" wines, while English and American sailors will have the strongest and vilest products of the dram shop. If Naval "Boards" will not banish the "grog" tub, might they not give Jack something less killing and fiery.

VESSELS SEVEN HUNDRED FEET LONG.—Two vessels of this enormous length (longer than the great *Leviathan*) are now being built in England. They are intended for the navigation of the shallow rivers of India.

☞ We are glad to learn from our frequent conversation with sailors, and intercourse among them, that they appreciate the accidental and occasional efforts to do them good, when put forth by private Christians. If Christians in Honolulu, and elsewhere, wish to witness an improvement among seamen, let them take the sailor by the hand and say, "come with us and we will do thee good."

ADDITIONS TO EVANGELICAL CHURCHES IN AMERICA.—The remarkable awakening in the United States is resulting in large accessions to the Evangelical churches. A writer in the *New York Observer*, who professes to have collected statistical information with much care, estimates that during three months ending in July, not less than 200,000 persons have united with the churches. In the city of New Bedford, the additions are one thousand. These accessions must add, it may reasonably be expected, to the efficiency and usefulness of these churches. Who that possesses the least semblance of genuine piety but must contemplate this vast national religious movement with the most lively emotions of thanksgiving and gratitude. It is a movement that augurs well for the country and the world.

GENERAL MILLER.—This gentleman, who has for many years held the office of British Consul-General, accompanied by his niece, sailed in H. B. M.'s ship *Havannah* for South America. His visit to Peru resembles that of Lafayette to America. Nearly forty years have elapsed since Gen. Miller commenced his military career, first under "the Duke," next in the last war of England and America, and subsequently in the struggles of the South American Republics. His life and career render his character decidedly "historical." Most sincerely we hope change of scene, travel and relaxation will re-invigorate a shattered constitution, and that the ardent aspirations of his mind may be realized to return to Honolulu, and spend his declining years in quiet repose, the pleasures of society, books, and a daily visit to Little Britain!

INCREDIBLE TO AN AMERICAN.—There is a statement going the rounds of the newspapers, that the Emperor Napoleon has *tabued* the *London Times* from entering France. Only one copy, it is reported, is allowed to pass through the Post Office, and that is addressed to the Emperor himself. This appears absolutely incredible to an American. What, dictate what newspapers a man shall read! What, forbid a certain newspaper circulating in a great country like France! To attempt a stringent measure of this kind in England or America would create a revolution instant. We do not wonder the Emperor fears assassination.

PERSONAL.—Letters have been received announcing the Rev. L. Smith's safe arrival in San Francisco, with improved health.

The Rev. Mr. Walsworth and family left per the *Yankee* for San Francisco.

The Rev. A. O. Forbes has arrived, who is destined for the missionary station on Molokai. He is the son of the Rev. C. Forbes, formerly missionary at Kealakekua, Hawaii.

☞ The following lines, by a living poet of Massachusetts, were written more than twenty years ago. They were handed to us in manuscript, with the remark that they were copied from the original at the time of their composition, and had never appeared in print. They may have subsequently been published, but certainly not in this part of the world. They are deserving of preservation, *in type*.

The Death of Stephen.

ACTS, CHAP. VII.

Firmly the good man stood, and calm,
His countenance with glory lighted,
When the rude tumult spread alarm,
And guilty ones looked on affrighted:
He seemed an angel standing there,
Such holy thoughts his bosom swelled:
And the mad crowd's high shouts were quelled,
That from a thousand tongues had welled,
Rending the silent air.

Boldly the good man charged with guilt
The race that Sinai's law had broken;
He told of seers whose blood was spilt
To seal the truth their lips had spoken;—
Of Moses and the galling chain,
In Egypt through long ages worn—
The tabernacle thence upborn,
By which Jehovah erst had sworn
To bless their race again.

But when of Solomon he spoke,
Who built a house for God's own dwelling,
His spirit, like a seraph's, woke,
With deep and holy rapture swelling;
In temples made with hands, dwells not
The Holy one: heaven is my throne
And earth my footstool: will I own
The house ye build me? Who hath known
Of my fixed rest the spot?

My hand made all things, saith the Lord,
And ye, the Holy Ghost resisting,
Uncircumcised in heart and word,
Are e'en your fathers' deeds assisting;
What prophet old did they not stone?
They have slain those who prophesied
Of Christ, whom ye have crucified,
And in whose blood your hands are dyed,
The Just and Holy One.

How did their rage break out, like flame
From some volcano's crater bursting,
And loud they shouted Stephen's name,
Like tigers for his life-blood thirsting,
Gnashing their teeth with deadly hate!
Filled with the Holy Ghost, he gazed
With steadfast, upward look, amazed!
Heaven's glory on his vision blazed,
With beauty increate!

"Behold," he cried, "Heaven's courts I see,
And Christ, at God's right hand is standing,
With glorious power and majesty!"
Then burst a thousand voices, rending
The heavens; and the discordant shout
From the dense crowd was heard, "Away!
Haste to your city gates the prey!
And the blaspheming traitor slay,
The city walls without!"

And when the crowded gates were passed,
They stoned him there, on God's name calling,
"Jesus, on thee my soul I cast—
Receive my spirit, Lord!" Then falling,
He knelt, and with loud anguish cried,
"Lord, to their charge lay not this sin!"
Hushed was the tumult's hellish din:
As infant's sleep when night sets in,
So calmly Stephen died!

Glorious martyr ! Before the throne
Of the Eternal One, with myriads bending,
The triumph of thy faith is known,
And thou art crowned with joy unending :
The truth which thou did'st witness, pure
As light, shall through all ages stand,
And Christ's own church, though small the band,
Shall herald it through every land !
Like thine, their trust is sure !

ISAAC F. SHEPARD.

☞ The question is sometimes asked, what do sailors do with the Bibles given to them ? We met a person (now officer of a ship) who showed us a Bible which we presented to him fourteen years ago, when a sailor before the mast. We met another sailor, who had been a wanderer from home for many years, and declared that for between six and seven years he had not attended religious worship, in a single instance. Still he preserved the Bible which his mother gave him many years ago.

THE CAUSE OF MISSIONARY WILLIAMS' DEATH.—In a new work entitled *Gems of the Coral Islands*, by the Rev. W. Gill, of Rarotonga, we find the following remarks :

"Rariani was found to be the very man who murdered Williams. In conversation held with him respecting the reasons which led him to commit the violence, he said that foreigners had visited his land just before, and had murdered his own son, and he was resolved to be revenged on the next white man who came on shore." Page 136.

☞ The Chaplain has received letters for the following persons : Henry I. Hart, E. W. Ormsby, John Fitzpatrick, William Langwell, Isaac W. Smith, Josephus Austin, James R. Lyle, Michael Chappel, Benjamin Dyer, Harry R. Phillips, Wm. D. Tabor, Augustus H. Styles, George Clifford, Andrew Brown, W. G. Jones.

☞ A correspondence of the *C. C. Advocate*, writing from the interior of California, gives an account of a visit to the State Fair held at Marysville. Among the remarkable sights he mentions the following :

One painting seems to me to be a work of merit. The Royal Family of the Sandwich Islands, two men and four women, on horseback, are done to the life. I sat down before this picture and studied it, not as an artist, but simply with the eyes of a connoisseur, and was strongly impressed by it, whatever may be the judgment of the profession. The talented artist, Mr. Nahl, will, we earnestly hope, go on and paint for the public.

☞ How encouraging to hear a young man remark, "I have sown my wild oats," and to see that he really feels what he says, and is resolved to lead a new and different life.

DONATIONS.—For support of Bethel : Capt. \$10. For gratuitous circulation of the *Friend* : Capt. Smith, of the *Favorite*, \$5.

A VOYAGE

ROUND THE WORLD, in the Years 1800, 1801, 1802, 1803 and 1804 ; in which the Author visited the principal islands in the Pacific Ocean, and the English Settlements of Port Jackson and Norfolk Island : By JOHN TURNBULL. First American from the London Edition. Philadelphia : Published by Benjamin & Thomas Kite, No. 20 North Third st. Brown and Merritt, Printers, No. 24 Church-alley. 1810.

[Continued from our last.]

CHAPTER XIV.

Departure from Whahoo—Arrival at Attowaie—Visited by the King, and General of the Island—Tamahama's Determination to Invade them—Friendly Reception.

Although the Island of Whahoo is one of the most fruitful in the dominions of Tamahama, and that the natives supplied us with an abundance of all necessary articles, yet the demands of the sellers were much higher than we had either reason to expect, or could indeed afford. The natives have indeed profited sufficiently by their intercourse with navigators to know the greater value of their country produce than at what they had hitherto rated it.

One of these islanders had the modesty to demand the ship's mainsail in barter for four hogs. In all their bargains they would have their choice of whatever articles they wished to exchange, and as much of these as they wanted ; no business could otherwise be done, and they returned with their wares to the shores. We were therefore obliged to confine our dealings to what was indispensably requisite for the use of the ship and crew.

Here we were informed that the King Tamahama, attended by the greater part of his chiefs, was at Mouie. It is the wise policy of this chief—that all those who possess any authority or influence in the country, should accompany him in his progress through his dominions, that he may have them constantly under his eye, and not leave them exposed to the seductions and conspiracies of his rival chiefs. These are continually in pursuit of the means of throwing off his yoke, and rendering themselves independent as well of him and of each other, as of their former King.

For this precaution, moreover, he assigns his own experience, that once being absent on an expedition to a neighboring island, an insurrection was fomented in his absence, and that it was not without much difficulty that he could restore his authority. Since that time he has never given the chiefs the same opportunity ; it is the chiefs alone he dreads, for he observes that there is no danger to be apprehended from the lower order whilst separated from the chiefs. From further information received here, Tamahama seems to be making rapid progress in his schemes of aggrandizement. After having defeated the rightful sovereign of this Island of Whahoo, and all the kings of the islands to the eastward, he has forced him, after many ineffectual struggles, to take refuge in the Island of Attowaie. Thus the sovereign authority over all these islands remains in his family, and his power and riches, from his intercourse with shipping, was hourly increasing. He was at this time making great preparations to exterminate the fugitive king even from his

place of refuge. So intent was he on this invasion, that the chief anxiously demanded of us our next destination, and whether we intended touching at Attowaie. He was urgent to obtain a passage for himself and another, to act as spies. We excused ourselves in the best possible way, observing it much depended on circumstances, and thus cleared ourselves of the importunities of these emissaries of this Alexander of the Sandwich Islands.

Leaving Whahoo, we directed our course to another island to the leeward, called Attowaie ; but the wind was so unfavorable that we could not weather the south part of this island ; we therefore stood along close under the north shore, proceeding slowly to give the natives an opportunity of guessing the object of our visit. It was not long before some of the islanders came off to us ; they requested us to anchor until they should return and inform their countrymen of our arrival on their coasts.

Amongst these islanders, the arrival of a European vessel is an event of the first political importance ; an event in which king and people are equally concerned. The Otaheitan receive us with the satisfaction of friends ; the Sandwich Islanders have reached more than one gradation higher in the scale of civilization, and, understanding their own interest, consider their European visitors as the importers of new arts and new skill and industry into their country. The voyage of Vancouver has made a most eminent and permanent change in the situation of the Sandwich Islanders. They have taken a leap, as it were, into civilization, and if their progress keep any pace with the vigor of their first start, they will not long be considered as savages.

In the interval of waiting the arrival of our promised visitors, we fitted up our temporary marines, and made every other preparation that might make a favorable impression on the minds of the natives.

As soon as it was made known on shore that a ship had appeared off the coast with an intention to stop and take in supplies, the commander-in-chief, or generalissimo, was dispatched to welcome us in the name of the king.

This personage appeared in a most beautiful canoe ; he seemed to be overjoyed at our arrival, and apologized on account of the lateness of the hour, for his master's not waiting on us in person.

He was particularly inquisitive respecting the situation of affairs at Whahoo, and the state of the preparations made by Tamahama for the threatened invasion of the island. We explained to him that however painful it was to be the messengers of disagreeable tidings, we could give him no encouragement to hope that Tamahama had laid aside his project ; for that everything seemed to show his determination to attempt it as speedily as the necessary preparations would allow. This the chief said he already had learned, and was now grieved to have the news confirmed by strangers, who had no possible interest in deluding him.

It was easy to see how much this information affected him, for from being extremely gay and communicative, as when he first came on board, he instantly became melancholy and taciturn. He was a near relation

of the king, and had steadily adhered to him in all his misfortunes. They were now cooped up with a small body of faithful followers, but were firmly resolved to oppose to the utmost the attacks of Tamahama.

May the efforts of their courage and patriotism give an awful lesson to their ambitious conqueror, that courage in a good cause, animated by despair, is a sufficient overbalance for even a greater inequality of force! Tamahama is no unworthy imitator of his European original. His haughty tone to his enemies, and his genius and spirit of enterprise in creating resources which did not exist before him, may not unjustly bring him into a comparison with the Emperor of the French.

To change the gloomy current of our visitor's thoughts, we exhibited before him some articles of British manufacture; he commended them, indeed, but with the air of carelessness of one whose mind was possessed with objects of a more immediate interest. He inquired frequently whether we had on board any firearms or gunpowder, in the expectation that we would furnish them with at least a small supply of each. This, however, we thought proper to decline, endeavoring to make him comprehend that our stock was far from being sufficient for ourselves, under the numberless occasions we might have of self-defense before we could either return to our own country, or procure farther supplies.

In the evening, when the captain was examining some charts of these seas, the chief looked earnestly over him, and begged that their island might be pointed out to him. This was done, and he expressed great pleasure in finding that even their little corner had not been omitted. When night came on, the chief requested that some covering might be provided for the natives who attended him. This was readily complied with, as we had an abundant stock of cloth of the manufacture of Otaheite. This was extremely well received, and presented to our Otaheitans an opportunity of pointing out, with no little satisfaction, all its good qualities, as well as of displaying to the strangers the vast wealth and power of their own sovereigns, Pomarrie and Otoo; the main point of their eloquence being to prove the prodigious superiority of Otaheite over all other quarters of the world. The long voyage they had accomplished in our ship was not forgotten; and on this they valued themselves highly, as giving them an infinite advantage over all other islanders.

The chief retired early to rest, but his attendants and their new friends from Otaheite, whose language, complexion and manners so nearly resembled their own, were too highly delighted with each other to be prevailed on to part until after midnight.

The exiled king of these islands bears a character infinitely superior, in a moral point of view at least, to that of his more powerful rival, Tamahama. The fidelity of former dependants in a season of misfortune and fallen power, is surely no doubtful testimony of the virtues of a conquered king; and the virtue of this chief, if measured according to this standard, is great indeed. He appeared to be loved almost to adoration, and his authority from influence seemed to be increased almost in the same proportion as his actual power had become diminished. Is it not a phenomenon in the political world that the greater part of all unhappy revolutions, re-

volts and conquests usually happen under such kings? Is it not to the honor of the generosity of our nature that we are thus inclined to avail ourselves of that confidence and lenity which always characterizes power in the hands of a benevolent nature?

On the following morning we received a visit from this good king, and were welcomed very heartily by him to Attowai. His skin was covered with a grayish scurf, probably occasioned by the immoderate use of the ava. This loathsome disease had made a greater progress on the person of this man, than on that of any other we had before seen; although at Otaheite we had met with very severe cases of the same distemper. He labored under a great depression of spirits, and could not refrain from complaining of certain reports propagated by some Englishmen settled under his enemy, Tamahama, which had prevented several vessels from touching at his island for refreshments. He declared himself to be the fast friend of the English, and produced very favorable certificates of his conduct from several captains with whom he had dealings.

From some Englishmen who had followed his fortunes for several years, this unfortunate chief had acquired such an acquaintance with our language, that he was able to understand and answer any plain question we put to him.

This appeared the more extraordinary, as even the natives of Otaheite, notwithstanding their greater opportunities, have hitherto made so little progress in our language, that even the proper names of those with whom they were best acquainted, are hardly to be known in their mouths. The king was as anxious as the other chief had been, to receive accounts of his enemy's motions; and equally distressed with the information we afforded, as being fully aware of the inevitable consequences of an attack by Tamahama. He brought off a present of yams, plantains, and a couple of hogs, assuring us that everything in the island was at our disposal. He professed a high regard for the British nation, and as a proof of it, had taken to himself the name of King George, and to his children, who were numerous, he had given those of the present royal family of England, beginning with the Prince of Wales, and descending to the youngest branch of the family.

In this distribution, however, some irregularities had taken place, as his information had been procured from the English residing with him, who were not over-accurate in their genealogical knowledge. His conversation repeatedly turned to his want of firearms and gunpowder, but we contrived to avoid making any engagements on this subject.

Observing the deep despondency into which the king's affairs had thrown him, our humanity averted from the idea of suffering him to have any spirits or intoxicating liquors; a present he doubtless expected, though he had the singular modesty to make no mention of it.

The dilemma into which I had been involved at Otaheite with Edeah and her gallant, made me ever afterwards very cautious in this respect with the natives of these islands. Their passions are naturally impetuous; and when fed by the fuel of strong liquors, acknowledge no restraint. I know no sufficient punishment that the wretch

would merit who should import a cargo of spirituous liquors into the Sandwich or Society Islands; it would in every respect be tantamount to the willful administration of an equal quantity of poison, as the extent of the evil would only be bounded by the destruction of the whole of the population.

[To be continued.]

ADVERTISEMENTS.

INFORMATION WANTED.

RESPECTING AUGUSTUS H. STILES, of North Adams, Mass. Two years ago he was on board bark *Stella*, but no intelligence has been obtained respecting him since last September. Should he visit the Islands during the ensuing fall, he is requested to communicate with the Seamen's Chaplain, in Honolulu.

ALSO,

Respecting WM. B. HOYT, of Wilkesbarre, Penn. In October, 1856, he was in Honolulu, reported that he was about to sail for home on board the *Huntsville*, but since that date no intelligence has been had respecting him.

ALSO,

Respecting GEORGE CLIFFORD SOREN. He left home as cabin boy on board bark *Mary Frances*, Captain Smith, of Warren, R. I. Subsequently he sailed with Captain Cleveland, of the *Julian*. It is supposed that he is now an officer under the name of "George Clifford," on board some American whale ship.

ALSO,

Respecting DAVID M. SELLECK, of Chicago, Ill. Should this young man have his attention arrested by this notice, he is requested to communicate with the Hon. D. L. Gregg, of Honolulu.

ALSO,

Respecting ALFRED NICKOLS, who was discharged December, 1856, from bark *United States*, and shipped again on board the *Chandler Price*, bound to New Bedford. He is supposed to be on board some whale ship in the Pacific. Should he visit Honolulu during the coming fall, he is earnestly requested to call upon the Seamen's Chaplain, or write to his friends, Eden street, Kingston-on-Thames, England.

ALSO,

Respecting WM. S. HAVENS, who is known to have jumped overboard from the *Good Return*, on her passage from Honolulu to Kauai, last of March, 1856.

ALSO,

Respecting JOHN B. METTLER, of Hartford, Ct. In 1854 he left home on board the bark *United States*. He was subsequently shipped by the American Consul in Honolulu, on board the *Eugenie*, but left the vessel. Since that time his friends have no intelligence respecting his whereabouts. He is requested to communicate with his friends or the Seamen's Chaplain in Honolulu.

ALSO,

Respecting EDMOND A. FAHNESTOCK, of Lafayette, Indiana. He is supposed to be upon the *Silver Cloud*, Captain Coggeshall.

ALSO,

Respecting OSCAR H. DAIN, of Demont, Cook co., Ill. He is reported to have been left sick in Honolulu, and subsequently settled upon the Islands. He is requested to communicate with his friends, or Dr. Judd, in Honolulu.

8-1f

INFORMATION WANTED

RESPECTING JOHN BALDWIN, an Englishman, reported to have lived upon the Sandwich Islands. He left England in 1819. Probably some of the old residents may have been acquainted with said person, if he ever resided upon Oahu, or any island of the group. Any information will be thankfully received if communicated to Consul-General Miller, or the Editor of the *Friend*.

tf

J. WORTH,

HAVING established himself in business at Hilo, Hawaii, is prepared to furnish ships with Recruits, on favorable terms for Cash, Goods or Bills on the United States.

ADVERTISEMENTS.

A. P. EVERETT,
AUCTIONEER,
53-ly Honolulu, Oahu, H. I.

A. P. EVERETT,
COMMISSION MERCHANT,
Janion's new block, Queen street, Honolulu, H. I.

REFERENCES.

Messrs. SAMPSON & TAPPAN, - - - Boston.
" E. D. BRIGHAM & Co., - - - "
" BUTLER, KEITH & HILL, - - - "
Honolulu, July 1, 1857. 53-tf

To the Owners and Persons interested in
Whaleships in the Pacific Ocean.

OFFICE OF THE PANAMA RAIL-ROAD COMPANY, }
New York, July 20, 1857.

The Panama Rail-Road Company takes this method of informing those interested in the Whaling business, of the advantages offered by the Railroad across the Isthmus of Panama, for the shipment of Oil from the Pacific to the United States, and for sending out-fits and supplies from the United States to Panama.

The Railroad has been in regular and successful operation for more than two years, and its capacity for the transportation of every description of merchandise, including Oil, Provisions, &c., has been fully tested. The attention of several Captains of whaleships has recently been turned to the subject of shipping their oil from Panama to New York during the present season, and the Panama Rail-Road Company has made arrangements to afford every facility which may be required for the accomplishment of this important object. A Pier, 450 feet long, has been built in the bay of Panama, to the end of which Freight Cars are run to receive cargoes from lighters or vessels lying alongside, and deliver the same alongside of vessels at Aspinwall. Vessels of from 200 to 300 tons can lie at the Pier with safety, grounding in the mud at low water.

The vessels to and from Aspinwall are fast-sailing brigs, belonging to the Rail-Road Company, and the Company is prepared to receive oil at Panama and deliver it in New York under **through Bills of Lading** at the rate of seven cents per gallon, if received at the Pier, and eight cents per gallon if received in the harbor from ship's tackles, charging for the capacity of the casks, without allowing for wantage. For whalebone, one and one-half cents per pound. This charge covers every expense from Panama to New York, in case the oil is sent through the Superintendent or Commercial Agent of the Panama Rail-Road Company, insurance excepted. The freights may be made payable on the Isthmus or in New York at the option of the shipper.

The vessels of the Company sail regularly semi-monthly, and the average passages to and from Aspinwall are about twenty to twenty-five days. The time occupied in crossing the Isthmus is four hours. Oil, during its transit across the Isthmus, will be covered with canvas, or conveyed in covered cars, and owners may be assured that every care will be taken to prevent leakage. Several cargoes have already been conveyed to New York without the slightest loss.

Oil or other goods consigned for transportation to the Superintendent of the Panama Rail-Road Company, or to **William Nelson**, Commercial Agent of the Company at Panama, will be received and forwarded with the greatest despatch.

Frederic L. Hanks has been appointed Agent at Honolulu, Sandwich Islands, and is prepared to furnish every requisite information to shippers.

JOS. F. JOY, Secretary

FREDERIC L. HANKS,
Agent Panama R. R. Co., Honolulu 8-L. 64-12m

BISHOP & CO.'S
Savings Bank.

THE UNDERSIGNED WILL RECEIVE

Money at their Savings Bank upon the following terms: On sums of \$300 or under, from one person, they will pay interest at the rate of eight per cent. per annum, from date of receipt, on all sums that shall have remained in deposit three months, or have been in deposit three months at the time of making up the yearly accounts.

No interest will be allowed on money withdrawn within three months from the date of deposit.

Thirty days' notice must be given at the Bank of an intention to withdraw any money; and the Depositor's Pass-Book must be produced at the same time.

No money will be paid except upon the Draft of the Depositor, accompanied by the proper Pass-Book.

On the first day of September of each year, after 1853, the accounts will be made up, and interest on all sums that shall have remained on deposit three months or more, and unpaid, will be credited to the depositors, and from that date form part of the principal.

Sums of more than \$300 will be received, subject to special agreement.

The Bank will be open every day in the week except Sundays and Holidays; and on Saturdays will be open until 6 o'clock, P. M.

BISHOP & CO.
Honolulu, August 14, 1858. 112-tf

E. HOFFMANN,
PHYSICIAN AND SURGEON,
Office in the New Drug Store, corner of Kaahumanu and Queen streets, Makee & Anthon's Block. Open day and night.

IRON HURDLES

FOR SALE at the Hudson's Bay Company's Store, eight feet long—three dollars each.

ADVERTISEMENTS.

SHIPPING OFFICE.

THE UNDERSIGNED having taken the office attached to the "Sailors' Home," will procure officers and men for whaling and other vessels, at short notice, and will endeavor to give satisfaction to all who may favor him with their business.

GEORGE WILLIAMS,

Licensed Shipping Agent.

Honolulu, Sept. 1, 1858. 8-tf

SHIPS' ACCOUNTS.

MASTERS OF WHALE SHIPS, who desire assistance in the making up of their accounts, will please call on the undersigned, who will give his immediate attention to business entrusted to him. Office at the "Sailors' Home."

8-tf GEO. WILLIAMS, Accountant.

NOTICE.

THE SUBSCRIBER respectfully offers his services in the adjustment of accounts, collection of bills, etc. Mortgages, Leases, Bills of Sale, Agreements and other instruments, drawn with accuracy and dispatch, and on moderate terms. Office at the "Sailors' Home."

8-tf GEO. WILLIAMS.

NOTICE TO WHALEMEN.

MACY & LAW,

—DEALERS IN—

WHALEMEN'S SUPPLIES AND GENERAL MERCHANDISE,

Kawaihae, Hawaii.

CONSTANTLY ON HAND a good supply of Hawaiian beef, potatoes, hogs, sheep and numerous other articles required by whalemén. The above articles can be furnished at the shortest notice and on the most reasonable terms in exchange for bills on the United States or orders on any merchant at the Islands. No charge made on inter-island exchange.

Beef packed to order and warranted to keep in any climate. 8-tf.

BIBLE, BOOK AND TRACT DEPOSITORY,
SAILOR'S HOME, HONOLULU.

BIBLES, BOOKS AND TRACTS, in the English, French, Portuguese, German, Welsh, Swedish and Spanish languages. These books are offered for sale, at cost prices, by the Hawaiian Bible and Tract Societies, but furnished

GRATUITOUSLY TO SEAMEN.

Also, Office of *The Friend*, bound volumes for sale. Subscriptions received.

N. B.—Seamen belonging to vessels lying "off and on," will be supplied with books and papers, by calling at the Depository, from 12 to 3 o'clock P. M.

S. C. DAMON,
Seamen's Chaplain.

HARDWARE STORE.

ON FORT STREET, NEAR HOTEL STREET

LOCKS of all kinds, Hinges, Screws, Tacks, Razors, Cut and Wrought Nails, Spikes, Brads, Files, Carpenters' Tools of all kinds, Pocket and Sheath-Knives, Marlinspikes, Caulking-Irons and Mallets, and numerous other articles, for sale at the lowest prices, by (tf) W. N. LADD.

READING-ROOM, LIBRARY AND DEPOSITORY.

SEAMEN AND OTHERS, WISHING

to obtain books from the Sailors' Home Library, will please apply to the Bethel Sexton, who will have charge of the Depository and Reading Room until further notice. Per order. May 1st. 5-tf

B. PITMAN,

DEALER IN

GENERAL MERCHANDISE, AND HAWAIIAN PRODUCE,

BYRON'S BAY, HILO, HAWAII, S. I.

All Stores required by whale ships and others, supplied on reasonable terms, and at the shortest notice.

WANTED—Exchange on the United States and Europe. Oct. 2, 1854.

ADVERTISEMENTS.



MRS. THURM MANAGER.

THE HOUSE IS NOW OPEN FOR THE ACCOMMODATION of Seamen. Board and Lodging will be furnished on the most reasonable terms. Seamen may rest assured that no efforts will be spared to furnish them a comfortable home during their stay in port. Boarders accommodated by the week or single meals.

In connection with the Sailors' Home is a Shipping Office, where applications from Captains requiring Seamen will be punctually attended to.

Board and Lodging for Seamen, per week, - \$5 00
Private Table, for Officers, per week, - - \$6 00

Apply for Board at the office, in the dining-room.

Honolulu, May, 1857.

5-tf

B. W. FIELD,

COMMISSION MERCHANT,
HONOLULU, OAHU, H. I.

By Permission, he Refers to

C. W. Cartwright, President of Manufacturers' Insurance Company, Boston;

H. A. Pierce, Boston;

Thayer, Rice & Co., Boston;

Edward Mott Robinson, New Bedford;

John W. Barrett & Sons, Nantucket;

Perkins & Smith, New London.

B. F. Snow, Honolulu.

SAM'L N. CASTLE.

AMOS S. COOKE

CASTLE & COOKE,
IMPORTERS AND WHOLESALE AND RETAIL

DEALERS IN

GENERAL MERCHANDISE.

At the old stand, corner of King and School streets, near the large Stone Church. Also, at the Store formerly occupied by C. H. Nicholson, in King street, opposite the Seamen's Chapel.

Agents for Jayne's Medicines.

GILMAN & CO,

Ship Chandlers and General Agents,
LAHAINA, MAUI, S. I.

Ships supplied with Recruits, Storage and Money.

S. P. FORD, M. D.,

PHYSICIAN AND SURGEON.
Office Queen's reef, near Market.

C. H. WETMORE,

PHYSICIAN AND SURGEON,
HILO, HAWAII, S. I.

N. B.—Medicine Chests carefully replenished.

G. P. JUDD, M. D.,
PHYSICIAN AND SURGEON,

HONOLULU, OAHU, S. I.

Office, corner of Fort and Merchant streets. Office open from 9 A. M. to 4 P. M.

THE FRIEND:

A MONTHLY JOURNAL, DEVOTED TO TEMPERANCE, SEAMEN, MARINE AND GENERAL INTELLIGENCE,

PUBLISHED AND EDITED BY

SAMUEL C. DAMON.

TERMS:

One copy, per annum, - - - \$2.00
Two copies, " - - - 3.00
Five copies, " - - - 5.00

MARINE JOURNAL.

PORT OF HONOLULU, S. I.

ARRIVALS.

- Aug. 19—Am. wh bk Unio. Hedges, from Kodiack, 200 wh.
 30—Am. wh sh Gen. Pike, Russell, from Lahaina, off and on.
 21—Am. wh sh Arab, Grinnell, from Kodiack, 100 wh, season.
 22—Am. wh bk Caroline, Pontiss, from Kodiack, 500 wh.
 Sept 1—Am wh bk Rainbow, Halsey, from Kodiack, 1400 wh and 14,000 bone this season.
 2—Am wh sh Gay Head, Lowen, from the Arctic, 350 wh, season.
 3—Am wh sh Harvest, Charry, from Kodiack, clean.
 4—Am wh sh Brooklyn Rise, fm Kodiack, 350 wh season.
 4—Haw wh bk Cynthia, Sherman, from Kodiack, 1200 wh, season.
 6—Am wh sh Draper, Sandford, from Kodiack, 1300 wh, season.
 11—Am wh sh America, Bryant, from Lahaina, off and on.
 12—Am wh sh Fabius, Smith, from the Arctic, off and on.
 14—Fr wh sh Caulaincourt, Labaste, from Lahaina. off and on.
 15—Am wh sh Electra, Brown, from Kodiack and Bristol Bay, 1500 wh this season.
 15—Am wh bark Architect, Fish, from Kodiack and Bristol Bay, 1300 wh this season.
 15—Am wh sh Jefferson, Hunting, Sag Harbor, fm Kodiack, 700 wh this season.
 16—Am wh ship Florida, Fish, fm Hilo, off and on.
 16—Am wh ship Ripple, Chadwick, from Bristol Bay, 500 wh, 5000 bone, season.
 18—Am wh ship Polar Star, Weeks, fm the Arctic, 300 blrs this season.
 22—Am wh bark Favorite, Smith, fm Bristol Bay Aug 25, 50 blrs this season.

DEPARTURES.

- Aug 21—Gen. Pike, Russell, for New Zealand.
 24—Sh Arab, Grinnell, for New Zealand.
 Sept 2—Am wh bk Caroline, Pontiss, to cruise.
 2—Am wh bk Unio, Hedges, to cruise.
 6—Am wh bk Harvest, Charry, to cruise.
 14—America, Bryant, to cruise.
 14—Am wh sh Fabius, Smith, to cruise.
 14—Fr wh sh Caulaincourt, Labaste, to cruise.
 18—Sch Kalama, Waters, for Hilo.
 20—Gay Head, Lowen, for New Zealand.
 22—Electra, Brown, for New Zealand and home.

MEMORANDA.

[From the Marine Report of the P. C. Advertiser.]

SHIP FABUS, SMITH, FROM ARCTIC AND BRISTOL BAY, REPORTS AS FOLLOWS:—July 22, Jereh Swift, Earl, 2 whales; Montreal, Sowle, 1 whale; Contest, Ludlow, 450 blrs; George & Susan, Jones 650 blrs; Tahmaroo, Robinson, 750 blrs; Aug. 1st, Trident, Taber, 1 bowhead and 2 ripsacks; Ben. Tucker, Barber, 2 whls; 13th, New England, Hempstead, clean; Chris. Mitchell, Manchester, 1 whale; 21st, Favorite, Smith, clean; 22d, Caravan, Bragg, 4 whales; Speedwell, Gibbs, 4 do; South America, Walker, 80 blrs humpback; Braganza, Jackson, 4 whales, and 300 blrs oil from the Napoleon III.; Goethe, Austin, 4 whales; Hercules, Athearn, 3 whales, had assisted in wrecking Napoleon III.; James Maury, Curry, 3 muskie diggers.

REPORT OF SHIP FLORIDA, FISH, LAST FROM BRISTOL BAY:—July 23, Adeline Gibbs, Withington, 2 whales; Architect, A. W. Fish, 8 whales, 1100; Benj. Morgan, Sisson, 3 do; Martha, Manchester, clean; Uncas, Luce, 1 whale. Lat. 38° 40' N., long. 145° 50' W., saw a large double topsail clipper bark steering East. The ships in Bristol Bay were, more or less, leaving for the islands; weather fine in Bristol Bay, only one whale seen up to Aug. 5. Ships from the Arctic report whales very scarce.

SEPT OMEGA REPORTS, UP TO AUG 20, 1858, IN THE ARCTIC AND BRISTOL BAY:—Helen Mar, Worth, clean; Hibernia, Edwards, one stinker; Metacom, Hinds, one half a whale; Wm. C. Nye, 2 whales; William Tell, Austin, clean; Mary, Jenks, clean; Omega, Sanborn, 2 whales.

REPORT PER POLAR STAR FROM THE ARCTIC OCEAN:—Aug. 5, Christopher Mitchell, Manchester, 2 whales; Saratoga, Stocum, 2 do; Eliza F. Mason, Smith, 2 do; Gen. Tette spoken, in Bering Sea, Aug. 7, nothing. No whales in Bristol Bay. Passed out 172 passage in company with the following ships Aug. 28: Marengo, Skinner, from Arctic, 1 whale; George Washington, Wareham, from do, nothing; bark George and ship Tahmaroo—did not understand what they had; Gipsey, Mantor, of St. Lawrence Island Aug 1, nothing this season. Lots of ships in the Straits and Arctic Ocean, and no whales. Dense fog all the month of July.

FOR HONOLULU.—The brig *Angett*, Capt. Ira B. Studley, with a full cargo of whaler's recruits, merchandise, &c., sails to-day (Aug. 3) for Honolulu, Sandwich Islands. She is consigned to Messrs. R. Coady & Co., merchants at Honolulu, of which Capt. P. S. Wilcox, of New Bedford, is a partner.—N.B. List.

Whole ship *Philip L.*, with her inventory, has been purchased at New London for \$3000. She will be fitted for a whaling voyage from New London.

Whaleship *Congress* 2d, Stranburg, of New Bedford, sailed in July for the North Pacific.

Whaleship *India*, Rice, arrived at New London July 28, from Honolulu via Sydney.

Sailed from New Bedford for the North Pacific July 13, bark *Martha* 2d, Daily; 27th, *Magnolia*, Pierce, for do.

Capt. Smith, of bark *Favorite*, left the Arctic Ocean Aug. 5. Brings no later report than that brought by the *Architect*.

Capt. Brown, of the *Electra*, reports whales plenty in Bristol Bay, but weather bad. Ships doing nothing.

Report of Ships in the Arctic Ocean.

BY SHIP GAY HEAD, WM. LOWEN.

| | | | |
|---------|-------|-----------------------------|------------------|
| June | —Ship | Manche | 1 whale. |
| July 20 | —Ship | Addison, Lawrence | 2 whales. |
| | Bark | Augusta, Taber | 1 whale. |
| | Brig | Agate, Comstock | 1 do. |
| | Ship | America, Bryant | 3 whales. |
| | Brig | Andilla, Mould | 1 whale. |
| | Ship | Baltic, Bronson | 2 whales. |
| | Ship | Ben. Tucker, Barber | clean. |
| | | Braganza, Jackson | 1 whale. |
| | | Caravan, Bragg | 1 do. |
| | | Champion, Coffin | clean. |
| | | Chris. Mitchell, Manchester | 2 whales. |
| | | E. F. Mason, Smith | 1 whale. |
| | | Emerald, Halleck | clean. |
| | | Erie, Jernegan | 1 whale. |
| | | Fabius, Smith | 1 do. |
| | Bark | Favorite, Smith | 1 do. |
| | | Fortune, Anderson | 3 whales. |
| | Ship | Goethe, Austin, (Brem.) | 3 do. |
| | Bark | Harmony, Austin | 3 do. |
| | | Hercules, Athearn | 3 do. |
| | Ship | Hibernia, Edwards | 1 whale. |
| | | Hudson, Marsom | 1 do. |
| | | Jason, Hache, (French) | clean. |
| | | James Maury, Curry | 2 whales. |
| | | Japan, Blmon | clean. |
| | Bark | Java, Rayner | 1 whale. |
| | | Jereh Swift, Earl | 1 do. |
| | | John & Elizabeth, Lester | clean. |
| | Ship | Marengo, Skinner | 1 whale. |
| | | Majestic, Macomber | 3 whales. |
| | Bark | Mary & Susan, Stewart | 2 do. |
| | Ship | Metacom, Hinds | clean. |
| | | Montreal, Sowle | 2 whales. |
| | | Milo, Soule | 2 whales. |
| | Bark | Metropolis, Comstock | 1 whale. |
| | Ship | Nassau, Murdoch | clean. |
| | | Nil, Grandaigne, (French) | do. |
| | Bark | N. S. Perkins, Kiblen | 1 whale. |
| | Brig | Oahu, E. Hiber | clean. |
| | Ship | Ocmulgee, Green | 4 rips/ks. |
| | | Omega, Sanborn | 1 whale. |
| | | Omega, Whalon | 1 do. |
| | | Polar Star, Weeks | clean. |
| | | Roussau, Green | do. |
| | | Saratoga, Stocum | 2 whales. |
| | Bark | Sarah Sheaf, Loper | 1 whale. |
| | | South America, Walker | 3 or 4 ripsacks. |
| | | Speedwell, Gibbs | 3 whales. |
| | | Trident, Taber | clean. |
| | Bark | Tybee, Freeman | 1 whale. |
| | Ship | William & Henry, Grinnell | clean in June. |
| | | William Thompson, Childs | 3 whales. |
| | | William Tell, Austin | clean. |
| | Bark | Helen Mar, Worth | do. |
| | | Paulina, Steen | do. |
| | | George & Mary, Walker | 1 whale. |
| | Ship | Mary, Jenks | clean in June. |

[Captain Lowen also furnished a report from about 30 Kodiack vessels, but as we have published later, we omit it.]

Report of French ship Caulaincourt, Labaste,

LAST FROM BERING STRAITS. SPOKEN:

| | |
|---------|---|
| June 21 | —Bk Paulina, N B, clean. |
| | 25—Bk Helen Mar, N B, clean. |
| | 25—Ship Jas Maury, N B, 2 whales. This ship lost two anchors and two chains in Bhering Straits. |
| | 30—Bk Augusta, 1 whale. |
| July 12 | —Saratoga, N B, 2 whales. |
| | 18—ship Wm Thompson, N B, 3 whales. |
| | 18—Bk Hercules, N B, 3 whales. |
| | 18—Ship Christopher Mitchell, N B, 2 whales. |
| | 22—Bk Metropolis, Honolulu, 1 whale. This vessel had done well in trading. |
| | 22—Brig Agate, Honolulu, 2 whales. This vessel had also done well in trading with the Indians, and had obtained from them furs, whalebone, oil and ivory. |
| | 26—Ship Addison, 2 whales; Marengo, 1 whale; Speedwell, 3 whales; Baltic, 2 whales; Champion of Edgartown, clean; Braganza, 1 whale; Harmony, 4 whales. |

All the above vessels were cruising in the sea north of the Bering Straits and in the Arctic. [The report of several vessels on the Kodiack we omit, as we have published later returns from them.]

Capt. Labaste remarks further: "That day I was in company with 11 vessels, amongst which were the *Architect* and *Hibernia* 2d, trying to pass the Straits of Unimak, but could not succeed on account of the current and head wind. All the other vessels I have seen had equally decided to leave the north sea for the islands or the coast of California, despairing by finding the greatest mistake in their calculation on the Bering seas. All had however the appearance of a lucrative season, when in May th. vessels saw whales in great quantity, and the few whales too that have been taken were all caught in the first days of that month. Unluckily advancing towards the north the vessels were stopped by the ice, which was this year in much greater quantity, and consequently more dangerous than former years. Many vessels have thereby sustained damages, and the French vessel *Napoleon III.* was entirely lost, her bow being stove in by the ice. The American vessels *Hercules* and *Braganza* have picked up the crew, who were all saved, and a few hundred barrels oil. After all, the Bering season has this year been the worst that the oldest whalers remember. Much ice, much fog, much wind and whales only in May. The year 1858 will undoubtedly be remarkable in the whaling industry, and will always be cited as one of the most disastrous that ever happened.

REPORT OF SHIP BROOKLYN, ROSE.—July 30, George, N. B., clean; Aug. 4, Jereh Swift, 1 whale and 2 mud-diggers; 9th, Gypsy, 400 wh, none this season; Adeline Gibbs, 3 whales; 14th, Augusta, S. H., 2 whales. Last July, heard from South American, 100 blrs muskie-diggers; Mary & Susan, 2 whales; Harmony, 3 do; N. S. Perkins, 1 do; John & Elizabeth, 1 do; Ocmulgee, 1 do; New England, clean; Emerald, do; Japan, do; Victoria, 1 whale; Montreal, clean; Sarah Sheaf, 1 whale; Ben Morgan, 3 do; Lark, 3 do; Iris, 6 do.

BARK ROSE POOL, FISHER, 23 DAYS FROM BRISTOL BAY, REPORTS:—Spoke, June 25, bark George, F. H., clean; Aug. 5, ship Robt Edwards, N. B., 1 whale; 5th, ship Uncas, N. B., 1 do; 13th, ship Omega, F. H., 1 do; ship Martha, F. H., clean. Ship Omega spoke and heard from the following vessels in Bering Straits and Arctic:—July 18, Geo. & Mary, 1 whale; Munro, 1 do; Ocmulgee, 4 graybacks; Favorite, 1 ripsack; Speedwell, 3 whales; Omega, of Edgartown, 1 do; South America, 4 ripsacks; Japan, clean; Milo, 3 whales; Rousseau, clean; William Tell, do; John & Elizabeth, 1 whale and 1 ripsack; Mary & Susan, 2 whales; Majestic, 2 whales and 3 ripsacks; Jason (Fr) clean; Caravan, 1 whale; Benjamin Tucker, clean; Eliza F. Mason, 1 whale; Hibernia, 1 do; Addison, 2 do; Dromo, clean; Metacom, 1 whales; Jereh Swift, 1 do; William C Nye, 2 do; 27th, Gypsy, clean.

REPORT OF CAPT. HALSEY, BARK RAINBOW.—Took the first whale on the Kodiack ground May 2d; August 3d took the last. Had fine weather—whales plenty, but shy. Spoke, July 15, Jefferson, Hunting, of Sag Harbor, 3 whales; July 31, Cynthia, Sherman, of Honolulu, 11 whales; July 31, Frances Palmer, of N. W. London, 6 whales. Most of the ships that have cruised on the Kodiack ground this season had left for the Arctic and Ochotsk previous to Aug. 3d, the Cynthia and Jefferson only remaining, as far as known. The Contest, Ludlow, which, on the 15th July had 6 whales, has probably gone South.

Captain Pontiss, of the *Caroline*, makes the following additional report from the Kodiack fleet:—July 20, Florida, 1000 blrs; Architect, 1000; Electra, 1500; Benj. Morgan, 600; Rainbow, 1400—wanting one whale; Tahmaroo, 1000; 26th, Jefferson, 400 blrs. The whaling commenced in the latter part of May, and the *Caroline* took her last whale on the 10th of July, from which time until the 1st of August, when she left the ground, experienced blowy and rainy weather.

REPORT OF CAPT. SHERMAN, BARK CYNTHIA:—Left Cook's Inlet August 12, reports the following ships on Kodack: Aug. 8, Francis Palmer, 400 blrs; Marcia, N. B., 500 blrs; Jefferson, S. H., 550 blrs; 12th, Architect, N. L., 1000, gone to Bristol Bay.

PASSENGERS.

From JARVIS ISLAND—per Josephine, Aug. 24—Capt. Theo. Lewis, and 16 natives.

From SAN FRANCISCO—per John Land, Aug. 23—Prof Robt C Haskell, R. S. Day, James McVain, Daniel Burns.

From SAN FRANCISCO—Mrs Thos Long, child and servant, Mrs Thos Spencer, Henry Robinson and wife, E. H. Evans, wife and child, J. Barnett and wife, Miss R. Barnett, C. A. Williams, C. L. Richards, John F. Pope, Capt T. A. Harris, Capt A. Harris, J. E. Chapman, W. N. Ladd, A. S. Grinnell, George Smith, W. Welch, and 5 in the steerage.

For SAN FRANCISCO—per Yankee, September 15—T. M. Jordan, R. S. Day, Capt J. N. Knowles, G. L. Potter, Mr. Evans and wife, Capt Pendleton, Capt Lewis, Rev Mr Walworth and wife, Master and Miss Pitman, A. P. de Shields, A. Sigwalt, Jose Harperer, E. Mathieu, E. R. Porter, J. Rectowald, wife and four children, P. Kile, M. W. H. Stephens, J. Collins, wife and two children, Miss Fenwick.

From SAN FRANCISCO—per Skylark, Sept. 16—J. Baxter, D. N. Plitner, P. S. Wilcox, D. Foster, wife and child, Mrs G. Swain, W. Phillips, J. Fraser.

From SAN FRANCISCO—per Raduga, Sept. 16—G. W. Brown, A. O. Forbes, S. Isaacs, J. S. Levy, W. Manning, S. W. Woods.

From SAN FRANCISCO—per West Wind, Sept. 16—D. C. Waterman, J. Trescott, Mrs Trescott and child, J. Gray, E. G. Ingalls, J. Mitchell, J. A. Law, C. H. McCleave, J. H. Sleeper.

From TAHITI—per Marie Annie, Sept. 10—Mrs Stubbins and son, Mr. Nicholson, and 1 Hawaiian.

From TAHITI—per Eurydice, Sept. 3—Mrs Clifford, Mrs W. Sumner, Mrs J. Sumner, T. Restowald, wife and 4 children, Gerick, wife and 4 children, Stephens, M. Etienne, P. Keil, A. Ligwald, Harperer, Capt Lemercier, of the General Teste, Capt Knowles, of the Wild Wave, 4 male and 2 female servants.

From VALPARAISO—per Kate Foster, Sept. 20—Celia Sims.

From SAN FRANCISCO—per Flying Dart, September 22—M. M. Nichols.

From HAMBURG—per Candace, Sept. 5—J. Bollmann.

DIED.

In Honolulu, Aug. 22, 1858, ELIZABETH, only daughter of Capt. William and Maria Berril, aged 1 year and 9 months.

In this city, on the 19th inst., MISS CLARA CHARLOTTE EMMES, aged 16 years, a native of Sydney, N. S. W. [Sydney papers please copy.]

In this city, on the 21st instant, GEORGE SMITH, a native of Denmark, aged 18 years. He came passenger per the *Yankee* in hopes to benefit his health, but his disease, that of the heart, proved fatal in three weeks after arriving.

On board bark *Fanny Major*, Aug. 14, on her passage from Honolulu to San Francisco—fifth day out—ROBERT CLOSTON, Esq., late agent of the Hudson Bay Company in this city, aged 36 years.

In San Francisco, Sept. 2d, CORNELIA M., wife of G. B. Post, aged 36 years, 7 months and 21 days.

PORT OF LAHAINA.

ARRIVALS.

- Sept 3—Am wh bk Rose Pool, Fisher, fm Kodiack, 100 wh, 1000 bone, this season.
 3—Fr wh sh Caulaincourt, Labaste, fm Arctic, 200 wh, 2000 bone, season.
 6—Am sh York, Soule, 1288 tons, 14 ds fm San Francisco, to load oil.
 6—Champion, Coffin, of Edgartown, from Arctic, nothing this season.
 7—America, Bryant, N. B., fm Arctic, 350 wh, 8000 bone.

DEPARTURE.

- Sept. 10—Bark Rosepool, Fisher, for New Zealand.
 11—Fr ship Caulaincourt, Labaste, for New Zealand.
 11—Ship America, Bryant, for New Zealand.



New Series, Vol. 8, No. 10.

HONOLULU, OCTOBER 13, 1858.

{Old Series, Vol. 17.

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THE FRIEND.

OCTOBER 13, 1858.

THE ATLANTIC TELEGRAPH LAID!

THE GREAT ACHIEVEMENT OF THE AGE.

QUEEN VICTORIA'S MESSAGE!

THE PRESIDENT'S REPLY:

During the past few years "coming events have been casting their shadows before them," but now we have the event itself. By a previous mail the report reached the islands that the Telegraph Wire was nearly laid! How anxiously have we awaited the confirmation of the news, almost too good to be true! We have sympathized with those resolute spirits who have pushed forward this great enterprise to final and glorious success.

By the *Fanay Major*, Capt. Paty, the glad news was brought that the Atlantic Telegraph was laid, and in successful operation.

The following is reported as the first message:

EUROPE AND AMERICA ARE UNITED BY TELEGRAPH!
GLORY TO GOD IN THE HIGHEST! ON EARTH, PEACE
AND GOOD WILL TOWARDS MEN!

At the accomplishment of such an enterprise, well may the song of "the Heavenly Host," be repeated. Who does not fully believe that "peace and good will" will thereby be promoted among the nations of the earth?

The following is Queen Victoria's Message to the President of the United States:

TO THE HONORABLE THE PRESIDENT OF THE UNITED STATES:

Her Majesty desires to congratulate the President upon the successful completion of this great international work, in which the Queen has taken the deepest interest.

The Queen is convinced that the President will join with her in fervently hoping that the electric cable, which now connects Great Britain with the United States, will prove an additional link between the nations, whose friendship is founded upon their common interest and reciprocal esteem.

The Queen has much pleasure in thus communicating with the President, and renewing to him her wishes for the prosperity of the United States.

THE PRESIDENT'S REPLY.

WASHINGTON CITY, August 16, 1858.

TO HER MAJESTY VICTORIA,

THE QUEEN OF GREAT BRITAIN:

The President cordially reciprocates the congratulations of Her Majesty the Queen, on the success of the great international enterprise accomplished by the science, skill and indomitable energy of the two countries.

It is a triumph more glorious, because far more useful to mankind, than was ever won by conqueror on the field of battle.

May the Atlantic Telegraph, under the blessing of Heaven, prove to be a bond of perpetual peace and friendship between the kindred nations, and an instrument destined by Divine Providence to diffuse religion, civilization, liberty and law throughout the world.

In this view, will not all the nations in Christendom spontaneously unite in the declaration that it shall be forever neutral, and that its communications shall be held sacred in passing to their places of destination, even in the midst of hostilities?

(Signed) JAMES BUCHANAN.

Cyrus W. Field.

Amid the universal rejoicing in view of the success of the Telegraph, the busy world is stopping a moment to ask "who set the ball in motion?" Who has been the chief agent in combining the resources of individuals and nations, in bringing about a result so happy, and destined to be so important and useful? Cyrus W. Field appears to be the hero, and now the idol of popular favor. But who is Cyrus W. Field? To answer this question, we copy the following paragraphs, originally appearing in the *Springfield Republican*, (of Massachusetts):

"Cyrus W. Field, having achieved greatness and renown through the success that has crowned his energy and perseverance in the laying of the Atlantic telegraph cable, the public is interested to know what manner of man he is, and to learn the chief incidents of his history. His family is one of the most honorable in Massachusetts, with members distinguished in nearly every department of

active life. Rev. D. D. Field, a native of East Guilford, Conn., a graduate of Yale College, in 1802, first settled in Haddam, Conn. There, most of his children were born, seven sons and two daughters. Of the former are, David Dudley Field, one of the first lawyers of New York city; Jonathan E. Field, a member of the Berkshire bar, and resident of Stockbridge; Cyrus W. Field, whose name is now a household word; Matthew D. Field, of Southwick, in this county, a civil engineer, and one of the Republican senators from Hamden county in 1857; Stephen I. Field, a Judge of the Supreme Court of California; and Rev. H. M. Field, formerly pastor of the Congregational church in West Springfield, and one of the conductors of the New York *Evangelist*. The seventh and oldest son, Timothy, went to sea thirty or more years ago, and has never been heard from since. One of the daughters married the brother of Cyrus W. Field's wife, and died at Paris within a few years. The other daughter married Rev. Josiah Brewer, and became a missionary in Greece, whence they have returned, and now reside at the family home in Stockbridge in this State.

"In 1818, Rev. Dr. Field removed from Haddam to Stockbridge. Here the father passed his most active and important years, and here his sons were reared and prepared for the important lines of action into which they have nearly all since fallen.

"Mr. Cyrus W. Field engaged early as clerk for his older brother Matthew, who was a paper manufacturer at Lee. About the period of his majority, perhaps before, he engaged in the same business on his own account in Westfield, in this county, but failed about 1857. He subsequently went to New York, and established a paper commission house, one of the first of the large modern establishments of that description. Ill success overtook him here again; but it did not conquer its victim. Nerved to new labor, he continued the same business, commanded fortune, paid of his old debts, and became a rich man. Liberal in dispensing the blessings of his wealth, he was the patron of art, and surrounded his father at Stockbridge, with all the comforts and luxuries that old age covets. Some five or six years ago, he seem to have conceived the purpose of constructing the ocean telegraph, and at once threw into its consummation all his native enthusiasm, all his acquired knowledge of men

and things, all his energy and perseverance, and all his pecuniary means. He interested others—he negotiated with governments—he aroused the press to discussions—he crossed and re-crossed the Atlantic, and fired the intelligence of both continents with hope and zeal in behalf of the great scheme. First, he obtained grants from the provincial governments of eastern British America, and secured the construction of the telegraph to Halifax, across the sea to New Foundland, and through that dreary island to its eastern shore. Then, the chief link—Ireland to New Foundland—was to be forged; but we need not repeat the story. The English and American governments heard his earnest appeals, and granted money and ships; and British private capital was freely yielded to his enthusiasm and confidence. The long history of experiments on land and ocean; of last year's trial, and the great revulsion in popular faith after its failure, are fresh in every mind. But the master spirit was not discouraged, nor dismayed—his New York house went down under "the crash of worlds," last fall, and ruin stared him in the face. People began to talk of him as they would of a friend losing his mind—sympathizingly, sorrowingly, sadly. But, undaunted, he kept on—once twice, thrice, the cable parted—the public uttered its last sigh, and forgot the whole enterprise; yet again, the vessels sailed, marshaled by this Yankee leader of undying pluck, to mid-ocean, and connecting once more the ends of their respective wires, they parted on their paths to glory. The world was startled, as by a clap of thunder in a clear sky, by the plain, business dispatch that announced the successful completion of the great enterprise, and the name that closed that despatch was imprinted by lightning stroke upon the face of the earth for ever. The cable was laid, and Cyrus W. Field was a hero.

Franklin, Morse and Field.

This trio of illustrious names is now prominently placed before the eyes of newspaper readers. The question very naturally arises—where were they born? Franklin, in Boston; Morse, in Charlestown; and Field, in Stockbridge—but all in Massachusetts, *the old Bay State*. The language of Webster, in his celebrated reply to Hayne, of South Carolina, may not be inappropriately quoted, "Mr. President, I shall enter on no encomium upon Massachusetts—behold her, and judge for yourselves."

We cannot say how Massachusetts people feel at home, but we can say Massachusetts people *abroad* feel proud of their native State!

Honor to FRANKLIN, one of Nature's kings,
Who gave ELECTRON cloud-surmounting wings;
Honor to MORSE, who taught the Sprite to speak,
In words that o'er a continent a-sudden break,
And honor now, let two great continents yield,
To one who makes the sea, Electron's broadest FIELD!
—*Providence Journal*.

Mottoes and Inscriptions.

The inventive genius of man seems taxed to its utmost to devise apt, striking and suitable mottoes and inscriptions for various

celebrations over the success of the Atlantic Telegraph. The following appeared in New York:

Lightning, caught and tamed by Franklin; taught to read and write and go on errands by Morse; started in foreign trade by Field, Cooper & Co., with JOHN BULL and BROTHER JONATHAN as special partners.

Queen Victoria—your dispatch is received. Let us hear again.

The Atlantic Cable the strongest cord of Europe and America.

Our FIELD is the field of the world.

July 4th, August 16th—the days we celebrate.

In one window, near Bond street, was the following:

The old Cyrus and the new—the first conquered the land for himself, the second the ocean for the world.

In front of the Manhattan House was displayed an agreeable variety of colored lights, with this inscription:

Married, August, 1858, by Cyrus W. Field, OLD IRELAND to MISS YOUNG AMERICA. May their honeymoon last for ever.

ELECTRICITY—caught by Franklin, harnessed by Morse, guided across the ocean by Field.

General Rejoicings.

Our exchange papers come to us burdened with reports of celebration and rejoicings over the success of the Atlantic Telegraph. The tide of exultation, commencing when the announcement was fully made that a message had been sent, has rolled onward and onward from city to city, town to town, ocean to ocean. The glad news has nearly encircled the globe. The good people of Honolulu rung their bells, and fired their guns. Ships, as they sail, will take the news throughout the broad Pacific. Report says that the people of England and America are preparing for a celebration on a grander scale than ever before thought of.

Mount Vernon Record.

By the last mail, we have received a monthly sheet, (just the size of the *Friend*) published in Philadelphia, and "devoted to the purchase of the home and grave of Washington." As our readers are doubtless aware, an enterprise has been started among the ladies of the United States, to raise two hundred thousand dollars for the purchase of "Mount Vernon," where Washington lived and died. It is designed to fit up the establishment as nearly as possible in the style in which it was left by the Father of his country.

The Hon. E. Everett, it is well known, has become deeply engaged in the enterprise. In behalf of the Fund, he has raised \$40,000 by the sale of tickets to hear his Oration upon Washington's character. He has delivered his oration seventy times, and promises to repeat it *seven hundred and seventy times more* if the people will pay their money for the purchase of *Washington Domain*. We could wish Mr. Everett would visit California, and just make a trip to the Sandwich Islands, and

we are confident the people of Honolulu would give a \$1000 to hear him deliver his oration!

Report says the ladies of Honolulu are collecting subscriptions to add their quota to the General Fund. We have not heard how they succeed; but we say, success ladies, to your enterprise. No doubt success will crown your efforts. The name of Washington is very popular in Honolulu, for we have our "Washington Place," and portraits of him who was "first in war, first in peace," &c., hang in almost every dwelling.

Correspondence of the "Friend."

MR. EDITOR, SIR:—In perusing a New Bedford *Shipping List* of December last, we noticed an article copied from the *Alta California*, entitled "Taking the Cachalot," descriptive of the capture of a sperm whale in the vicinity of Albemarle Island, on a beautiful, bright sunny morning. The article itself appearing more like the experience of a "tyro" on a little pleasure excursion, than downright, *bona fide* whaling, permit me to give you an extract from a journal of the Northern fishery as a contrast to "Taking the Cachalot."

It was in the month of June, in the Sea of Anadir—ice abundant, and whales scarce—that one morning the cry was heard from aloft, "there she blows;" in reply to the enquiry of the captain of "what does it look like," the man at the mast head answered, "a large bowhead." As those "God-sends" about that time had been amazingly few, and far between, an unusual activity immediately displayed itself on deck, to "down and try him." The ice was very heavy, and covered with the snows of the past winter, and the prevalence of westerly winds had partially opened it, forming immense winrows, with narrow openings, through which a boat, with caution, might thread its way. Two boats were sent to attack the monster as he lay on the surface, lazily and sluggishly puffing it out, and one of them struck; swift as a flash the whale started for the ice, and plunged into it, carrying the boat with him, followed by the other boat, which disappeared from view. This is a species of whaling which requires great coolness and self-possession—the guiding of a frail whaleboat through the narrow and intricate openings, between huge masses of ice, grinding and crushing each other as they dash together, the affrighted whale, maddened with pain, plunging headlong in his wild career, regardless of all obstacles, whirling along the boat and hardy crew, is far from being a pleasure excursion. The sudden contact of the boat with the ice, as she flies on, would shiver her to atoms, and plunge her inmates in the cold and fathomless abyss of ocean. It will be readily

perceived that such traveling, with a locomotive of that description ahead, is no child's affair. When the fast boat disappeared, the "waif," or flag, was set as the signal of a fast boat, and she went in with colors flying at the mast-head. Occasionally, a glimpse could be obtained of the boats as they darted across some narrow opening, and were again lost to view—now pulling, anon paddling—now veering out line to avoid some large piece of ice—then hauling in to get upon the whale, formed an exciting scene. In an hour's time it became apparent that the whale had taken all their lines, which they were compelled to give him, as he run under extensive fields of ice, when frequently up shot a column of dark red blood, in deep contrast with the bright snowy background. It was evident that the fatal lance, with unerring aim, had touched the vital part, and as the blood spouted forth as from a fountain, we began to call him ours. Fainter and fainter grew the scarlet tinted jets, until nothing but the ice appeared in view, and then a partial glimpse of the boats, but no whale. Suspense now became painful, and every eye was strained to catch one glance of him—the glass from the mast-head was directed again and again to the spot, and every opening carefully scanned, but to no purpose, and the general impression was that, in his death-throes, he had come up under some large field of ice, and was a total loss to us; but soon the cheering cry came from aloft, "I see the boats—they are hauling up—he has sunk." It appeared that the crew of the fast boat supposing him to be dead, pulled up to him, and the officer in charge commenced opening his lip with a boat-hook; his Whaleship not relishing such uncourteous treatment, rallied his expiring strength, and caught the boat between his fins, rolling and tossing her about, at the same time sweeping with his ponderous flukes from right to left, to the imminent peril of both the boat and crew, as he writhed in the agony of death. Luckily the boat was but partially stove, and the crew uninjured, although stirred up with the the tallest kind of poker. When he expired the weight of the lines carried him down, but his determined captors were not thus to be baffled of their prize—with great labor and exertion, they succeeded in hauling him to the surface, when he floated lightly. Both boats, with their waifs flying, commenced towing him through the vast field of ice, when the Captain sent another boat to assist in towing, he having been an attentive observer of their manoeuvres for the last four hours, with glass in hand—and in two hours afterwards, we had the fluke chain on him.

Yours truly, SHIP SARATOGA.

☞ Many are led by their vices, but many more follow without any leading at all.

Letter from New Bedford by an old Shipmaster.

NEW BEDFORD, Aug. 18, 1858.

DEAR FRIEND:—It is only through the columns of the *Friend* that I ever hear from you. That comes regularly to hand, and that never fails to bring its accustomed blessing. I have thought perhaps a line from your old friend would not come amiss. Do not think you are forgotten by me, although three years have rolled away since I took my departure from your delightful shores. No, it is with pleasure that I think, and sometimes hear from, my Honolulu friends. I am enjoying a long season at home, surrounded by my family and many kind friends. I have enjoyed almost uninterrupted health, and scarcely a single cloud has passed over the horizon of my happiness. I feel that I am ungrateful and unworthy of the many blessings which our kind Heavenly Parent is constantly bestowing upon me. The greatest blessing of all is, He has renewed my old, and almost last, hope of a glorious immortality beyond the grave. The last eight months have been days long to be remembered by me. You have seen accounts in all the papers of the great revivals in this country; but to realize how great it has been, you must have needs been here—I have shared in it. I thought I would give some account of what has been doing among seamen from this port, as that will probably interest you the most.

In the early stage of the revival, there was a manifest interest among the shipmasters and officers at home, but few seamen were then at home, or during the winter months. When the spring months opened, a number of shipmasters and officers had given their hearts to God; others who had long indulged a hope were renewed in spirit, and were now anxious that something might be done for the welfare of the sailor. Among them I might mention Capt. C., Capt. K., Capt. H., Capt. W., Capt. M., Capt. C., Capt. B., Mr. S., Mr. R. They are probably all known to you. The first step taken was, to endeavor to revive the old Monday's evening prayer-meeting at the Bethel. A number of the above-mentioned shipmasters and others (not to forget some Christian sisters who labored faithfully) pledged themselves to assist in sustaining it. The result was, that God's blessing rested upon the efforts put forth, and in a short time, the interest had so increased that it was thought advisable to hold meetings on Saturday evenings also, and many kind, warm-hearted Christian friends, who felt an interest in the sailor at heart, came in to aid with their prayers and counsel. Seamen began to feel they had some friends in New Bedford who cared for the welfare of their souls. God heard the prayers that were offered for the sailor, and soon some of

them became anxious for their own soul's welfare, and manifested it in a decided manner, by requesting the prayers of Christians. As the spring months advanced, the interest increased, and many of the seamen, as they arrived upon the shores, found a welcome in the Bethel, and found a Saviour to their souls. Some who were about going to sea again were anxious to settle the question of so much importance before embarking on their ocean-home. We have often seen eight and ten rise up of an evening, anxious for their soul's welfare. Written requests have been received at the Bethel signed by almost all the seamen in the fore-castle of some ships that were lying in the stream, to sail the next day. On board of one a meeting was established in the fore-castle the evening before sailing, by four praying seamen—and we hope to hear favorable reports from them in the future. Some young men who have come here to go to sea have embraced the Saviour before venturing upon their ocean-home, and it has rejoiced the hearts of all to see the weather-hardened cheek of the sailor softened with the tears of repentance. Some twenty-five or thirty seamen from the Bethel have given evidence of their acceptance with God, and gone down upon the ocean. Very many have become interested, and requested the prayers of Christians, who have gone away without giving the evidence of a regeneration of heart, but earnest prayer is ascending daily in their behalf, and we expect ere long, to hear glad tidings from the ocean. I often think what a pleasure it will be for them to visit Honolulu, and spend an hour with you in your study, they will need much of your Christian counsel and instruction, and I know that it will be the pleasantest duty in your life to lead an anxious sailor to the Saviour. The work is still going on, and the interest at the Bethel has not in the least abated. The Sabbath school is under the superintendence of Mrs. Phipps, a kind, Christian lady, who has long labored earnestly and successfully for the welfare of seamen in New Bedford. I wish you could be privileged to attend one of our evening prayer-meetings at the Bethel. It would rejoice your heart to hear the mothers who have sons upon the ocean, pleading for their souls—the earnest shipmaster recommending religion to their seafaring friends as something which they all need, and as well adapted to meet the wants of the sailor—and others of all classes repeating to them the story of the cross, and the whole interspersed with some of the soul-stirring songs which have sprung up in the days of revival and rejoicing. Elder Howe is deeply interested in the work, and his long Christian experience of more than fifty years, makes him an able counselor, and well calculated to lead a soul to Christ. His labors have been more than his health will admit of, and he is at present away from his field of labor. I expect that many who have gone out from our Bethel will find a home in yours, and your Sailors' Home will be a retreat for them where, in a measure, they will be protected from the snares of the adversary.

THE FRIEND.

OCTOBER 13, 1858.

Mr. Andrew Garrett, the Naturalist.

Some eleven years ago, in our visits among the ships in the harbor of Honolulu, we met an American sailor who attracted our attention by his enthusiasm in collecting shells, and making accurate drawings of the numerous specimens in his possession. He was then before the mast on board the *E. L. B. Jenny*, Capt. Allen, a sperm whaleship. We recollect to have accompanied him to the fore-castle, and beheld, with delight, the collection which he had already made. In reply to the question "Why did you ship before the mast?" he answered, "In order to study conchology." Years have elapsed, and now it is our privilege to meet Mr. Garrett, the conchological sailor. We are happy to learn that, during the years which have intervened since our first interview, he has been actively and constantly engaged in the study of Natural History in its various departments of conchology, botany, ichthyology, entomology, ornithology, &c. He is now employed by the most learned Naturalist of the age, Professor Agassiz, of Cambridge University, Massachusetts, to collect specimens of all the fish in the waters around the Sandwich Islands. Already he has succeeded in collecting about 200 different varieties, and is preparing colored drawings of the same. We have seen specimens of these drawings, and are impressed with their life-like appearance. Mr. G. informs us that the celebrated Naturalists of the United States are preparing to publish extensively upon the natural history of the Sandwich Islands. Prof. Agassiz is collecting materials for the department of ichthyology; Prof. Gould, of conchology; Prof. Dana, of crustacea, &c. During the last few months Mr. Garrett has been collecting specimens on Kauai, having previously spent some three or four years on Hawaii engaged in the same pursuit.

Last year, Mr. G. visited Tahiti and made valuable collections of the numerous specimens in Natural History, to be found on the Society Islands. All these were carefully prepared, boxed and shipped on board the ill-fated *John Gilpin*. Of course all were lost. A small insurance of \$300 was paid, but this amount was far below the real value of the collection. Mr. G. mentions one fact in regard to the names of the fish at the Society Islands which is interesting in the way of determining the common origin of the Society and Sandwich Islanders. Mr. G. asserts that many of the fish around the Society Islands correspond with those around this group, and that the inhabitants of both groups call them by similar, if not the same, names. We do

not remember ever to have seen this fact mentioned in any works upon the origin of the people of Polynesia. It suggests a train of investigation which will, doubtless, lead to interesting and important results.

In concluding our remarks, we would merely add that, it afforded us much pleasure to learn that Mr. G. was remarkably successful in collecting conchological specimens while attached to the *E. L. B. Jenny*. He took home with him more than twenty cases of shells, collected in all parts of the Pacific. The voyage lasted four years and a half. Capt. Allen kindly afforded him every facility for gathering and preserving his large collection. This was exceedingly praiseworthy on Capt. Allen's part, and we here take pleasure in bearing our testimony to the Captain's generosity and kindness to his conchological sailor.

Private letters, as well as newspapers, announce the general rejoicings in the United States in view of the success attending the laying of the Atlantic Cable. One correspondent in New Bedford reports, "What is now surprising the world is the successful laying of the Atlantic Telegraph. Yesterday was a day of general celebration and rejoicing throughout this country." Another correspondent from Worcester, Mass., writes: "The great Atlantic Cable is safely laid, and communications pass and re-pass. Great rejoicing everywhere. One hundred guns were fired. Two bands of music performed in the common. All the bells in the city were rung. The daily papers are filled with notices and remarks. Allusions were made to it in the pulpits. It seems to be uppermost in the minds of all men, that it is a significant mark on the great dial of God's Providence."

We would acknowledge the reception of an interesting letter from Rev. H. Bingham, junr., of Apian. The principal contents of the letter will be found in another part of our columns, but previously published in the *Advertiser*. In regard to the pronunciation of the name of the island, Mr. B. remarks, "It is pronounced Ap-py-an, the 'an' being like the French nasal 'an.' It is neither *a*, or *an*, or *ang*, but rather between them all. The accent is on the second syllable. If you will take pains to teach the right pronunciation from this instruction, I will be greatly obliged."

We hope our readers will give the name of the above-mentioned island a proper degree of attention as to its pronunciation. If you fail, Mr. B. and the Ed. of the *Friend* consider themselves free from blame!

We would acknowledge a package of late papers from Sullivan's newspaper depôt, San Francisco, per *Fanny Major*.

Some of our island readers may be gratified to learn that Mr. E. Bailey, of Wailuku, Maui, reached the United States in the latter part of July, *via* Sydney, on board the *India*, Capt. Rice, which sailed from Honolulu in January last. Mr. B. writes from Holden, Mass., under date of Aug. 16, as follows: "We landed in New London, July 28, and the next day I started by railroad for Worcester, since then I have been to Boston, and all the public gatherings in Holden—but what changes (after an absence of 21 years). I feel a stranger still, and cannot get reconciled to these strange things. To see everything green, and woods as flourishing as ever, and flower-gardens in Holden, and singing in the schools—and to see a whole generation living, moving and breathing, as if they felt at home, and all strangers to me. I cannot tell what to make of it. But robin, and thrush, and sparrow are just as they used to be; and so are toads and frogs, and grasshoppers, and mosquitoes. It has been quite cool since I arrived, though there have been hot days—but autumn draws on apace," &c., &c.

By the late mail letters have been received from the Rev. L. Smith, in California. His health was much improved. He had visited San Jose, and was about to go into the interior of the State. He will not be expected (certainly not) till the return of the *Fanny Major*.

Letters have been received from the Rev. Dr. Gulick, stating that the missionary families in Micronesia were all in health, as late as April.

We would call the attention of young men desirous of acquiring a knowledge of navigation, to the advertisement of Capt. Smith. Several young seamen, last season, availed themselves of the opportunity thus afforded, and were much benefitted.

We would call attention to the advertisement or Prospectus of the *Scientific American*. Subscriptions received at the *Commercial Advertiser* office.

We would remind our foreign subscribers among seamen, that we hope they will not forget to renew their subscriptions. The *Friend* sent, one year, to the United States, \$2 50—postage paid.

Sailors are constantly applying for newspapers, and we find some difficulty in answering their calls, and supplying the Sailors' Home reading-room. Mr. Thomas, the mason, has kindly sent to the Depository a large bundle of the *Illustrated London News* and *Harper's Weekly*. Many thanks for the same. Will not others do likewise?

DONATIONS.—Capt. ——— \$5, for gratuitous distribution of the *Friend*, and \$5 for the *Bethel*.

Falls of Waipio—2000 feet high.

WAIMEA, Sept. 10, 1858.

DEAR BROTHER DAMON:—The author of that supposed to be hyperbolic representation of some waterfall in Hawaii, quoted in the last *Friend*, is entitled to something more than a half belief in his statements. I know of one fall, and that is in Waipio, the height of which, from the base, or the basin into which it discharges some of its contents, is imperceptible, *i. e.*, it is so high you can't see the top of it. It must be at least 2000 feet high—and may be 2500 feet. It is a fact that, except when the stream above it is swollen by heavy rains, much of the water of the descending sheet dwindles into a mist or vapor, and disappears before it reaches the bottom. This, however, is occasioned by the agency of the strong winds that pervade that region, aided by the heat of the sun. It is a wonderful fall anyway—and if any one doubts it, or doubts my statements, let him go and see for himself, *i. e.*, if he can succeed in getting there. I never made the attempt, but once, and don't wish to make it again. It is rather too hazardous.

There may be other falls on the island much higher than this. Let others answer that question. Hawaii is productive of prodigies, legendary, physical, mental, ecclesiastical, &c.

Yours very truly,

L. LYONS.

Sapient Musings of a San Francisco Editor.

"The Atlantic Telegraph Cable is laid! Another nerve beats in the heart of humanity. The Almighty will now speak to his children from pole to pole, from antipode to antipode!"

We wonder how this sage Californian has learned that the Almighty will employ the Atlantic Telegraph to speak with his children! If the children of men communicate with the Almighty, must they pay a dollar a word? The missionaries from America have always told us, in this out-of-the-way part of the world, that the Almighty has spoken to his children in the Bible, the works of Nature and Providence, but they have never intimated that He would employ the Atlantic Cable for making known His mind to mortals! As one of the missionaries is now visiting the coast, we hope he will come back fully posted up in regard to the improvements of the age.

A Crab Eating Cocoanuts.

The brig *Advance*, during her late trip to Fanning's Island, procured two large land-crabs, which were brought alive. One has made his escape, but the other is now "alive and kicking," at the rooms of Mr. Garrett, the Naturalist. We are assured that they will climb a cocoanut tree, pick off the nuts, and then descend and feast thereon. We find

the following remarks respecting this species of crab, in Darwin's *Naturalist's Voyage*—page 462:

"I have before alluded to a crab which lives on the cocoanuts: it is very common on all parts of the dry land, and grows to a monstrous size: it is closely allied or identical with the Birgos latro. The front pair of legs terminate in very strong and heavy pincers, and the last pair are fitted with others weaker and much narrower. It would at first be thought quite impossible for a crab to open a strong cocoanut covered with the husk: but Mr. Liesk assures me that he has repeatedly seen this effected. The crab begins by tearing the husk, fibre by fibre, and always from that end under which the three eye-holes are situated; when this is completed, the crab commences hammering with his heavy claws on one of the eye-holes till an opening is made. Then turning round its body, by the aid of its posterior and narrow pair of pincers, it extracts the white alluminous substance. I think this is as curious a case of instinct as ever I heard of, and likewise of adaptation in structure between two objects apparently so remote from each other in the scheme of nature, as a crab and a cocoanut tree. The Birgos is diurnal in its habits; but every night it is said to pay a visit to the sea, no doubt for the purpose of moistening its branches. The young are likewise hatched, and live for some time on the coast. These crabs inhabit deep burrows, which they hollow out beneath the roots of trees; and where they accumulate surprising quantities of the picked fibres of the cocoanut husk, on which they rest as on a bed. The Malays sometimes take advantage of this, and collect the fibrous mass to use as junk. These crabs are very good to eat; moreover, under the tail of the larger ones, there is a great mass of fat, which, when melted, sometimes yields as much as a quart bottle full of limpid oil. It has been stated by some authors that the Birgos crawls up the cocoanut trees for the purpose of stealing the nuts: I very much doubt the possibility of this; but with the Pandanus the task would be very much easier. I was told by Mr. Liesk that on these islands the Birgos lives only on the nuts which have fallen to the ground.

"Captain Moresby informs me that this crab inhabits the Chagos and Seychelle groups, but not the neighboring Maldiva archipelago. It formerly abounded at Mauritius, but only a few small ones are now found there. In the Pacific, this species, or one with close allied habits, is said to inhabit a single coral island, north of the Society group. To show the wonderful strength of the front pair of pincers, I may mention that Captain Moresby confined one in a strong tin box, which had held biscuits, the lid being secured with wire; but the crab turned down the edges and escaped. In turning down the edges, it actually punched many holes quite through the tin!"

☞ Late papers report that the notorious Nena Sahib has been taken by the English army in India. A very large sum had been offered for his arrest.

The love of glory can only create a hero: the contempt of it creates a great man.

NAVAL.—The U. S. steamship *Merrimac* arrived at our port on the 12th. The following is a list of her officers:

| | |
|--|--------------------------------------|
| <i>Flag Officer</i> —John C. Long. | <i>Midshipmen</i> — |
| <i>Commander</i> —R. B. Hitchcock. | Joseph W. Harris. |
| <i>Flag Lieut.</i> —Francis Winslow. | Robert F. Bradford. |
| <i>Sec. to Flag Officer</i> —W. H. Gilman. | George A. Bigelow. |
| | Chester Hatfield. |
| <i>1st Lieut.</i> —Rich. Wainwright. | <i>Capt.'s Clerk</i> —Henry C. Cook. |
| <i>2d</i> "—Dan'l Ammen. | <i>Purser's</i> "—J. F. Ferguson. |
| <i>3d</i> "—Wm. R. Parker. | <i>Chief Engineer</i> —R. H. Long. |
| <i>4th</i> "—J. L. Davis. | <i>1st Asst.</i> "—C. H. Long. |
| <i>5th</i> "—S. Liv'n Brees. | <i>ing.</i> "—S. D. Hibbert. |
| <i>6th</i> "—F. M. Ramsay. | <i>2d Asst.</i> "—H. A. Ramsay. |
| <i>Master</i> —Philip Porcher. | <i>2d Asst.</i> "—J. F. Lamden. |
| <i>Purser</i> —A. A. Belknap. | <i>3d Asst.</i> "—C. H. Kidd. |
| <i>Surgeon</i> —D. S. Edwards. | <i>3d</i> "—E. C. Du |
| <i>Chaplain</i> —Chas. A. Davis. | <i>Plaine.</i> "—Eben Hoyt. |
| <i>Passed Asst Surgeon</i> —Alb't Schriver. | <i>3d</i> "—J. Johnson. |
| <i>Assistant Surgeon</i> —Delevan Bloodgood. | <i>Boatswain</i> —Z. Whitmarsh. |
| <i>Captain of Marines</i> —Wm. B. Slack. | <i>Gunner</i> —Wm. Arnold. |
| <i>2d Lieut.</i> —P. R. Fendall, junr. | <i>Carpenter</i> —J. Green. |
| <i>Passed Midshipmen</i> — | <i>Sail Maker</i> —D. Bruce. |
| Thomas McKean Buchanan. | |
| George E. Law. | |

NEW OFFICIAL GRADE IN THE U. S. NAVY. By late papers we learn that a Post Captain in command of a squadron, is to be called *Flag Officer*, corresponding to the rank of an English Admiral. He flies his broad pennant of the blue at the mizzen.

REMARKABLE COINCIDENCE.—When *Flag Officer* Long, now commanding the U. S. Pacific Squadron, visited Honolulu, in March 1843, the great comet was then shining with great brilliancy. His present visit is marked by a comet of nearly equal size and brilliancy.

AMONG the officers attached to the *Merrimac*, we are happy to see reported the names of some, whose former visits are cherished in pleasing remembrance, by many in Honolulu.

It is much to be regretted that the *Merrimac* draws 24 feet of water, two or three more than will allow a vessel to cross the bar.

RELIGIOUS NOTICE.—The Rev. Charles A. Davis, Chaplain of the *Merrimac*, will preach at the Bethel, morning and evening, on the coming Sabbath.

WASHINGTON'S ONLY MISTAKE.—The Paris correspondent of the New York *Times* relates the following anecdote. The late Washington Ball at the American Legation, in this city, was the subject of a *bon mot* dropped by the French Minister of War. It is quite amusing, and worthy to be noted.

The Minister, Marshall Valliant, remonstrated with Mr. Mason previous to the ball on the inappropriateness of giving a fete during Lent, and asked if it was not a mistake? "If it is a mistake," replied Mr. Mason, "it was Washington who made it—for it is his birth-day, and the ball is given in honor of the event."

"Oh, that is it!" replied the Marshall, "then it is the only mistake he ever made in his life!"

The Marshall was one of the first guests at the ball, a concession he made to the great name of Washington, for he is a strict observer of the requirements of Lent.

ROMANCE OF REAL LIFE.—The following singular story is given in the *Courrier de Lyons*:

In 1750, a common sailor, named Bonnay, left France for Madagascar: After many adventures he rose to the rank of Governor of that Island, where he died in 1804, leaving a portion of thirty-two millions of francs (about a million and a quarter sterling) in the hands of the French East India Company.

Bonnay had three sons in France, who claimed this amount from the company; but they failed to discover the certificate of their father's birth, and were consequently unsuccessful in their claim, and they possessed no funds wherewith to prosecute a lawsuit. Since that time about 600 families of the same name had laid claim to the inheritance, without success. It appears that a lady, a friend of one of the descendants of the three sons above mentioned, determined to prosecute fresh inquiries into the matter. She succeeded, with some difficulty, in obtaining a view of the register of the year 1814 of the town of Chuyer, the birthplace of old Bonnay. In vain, however, did she search in it for the certificate of his birth, when, as she was about to close the book in despair, her fingers touched a page which seemed thicker than the others. On looking closer, she discovered that this page had, either by chance or intentionally, been stuck to another. On separating the two, she found the desired certificate in perfect preservation. The lawful heir is at the present moment one of the "claque" of a Lyons theater.

BATTLE BETWEEN SAVAGES.—The schooner *Pfiel* brings news from the missionaries stationed in the Caroline group. Letters from Rev. H. Bingham, who is stationed at Apian, Kingsmill Group, dated in March, report a battle as having recently taken place on that island. He says: "On the 19th of February an army of savages in 100 canoes came upon our island from Tarawa, (Knox Island.) At first everything indicated that the attack would take place about our own premises. But our Heavenly Father spared us from witnessing the bloody battle, which occurred six miles to the south-east of us, in which the Kings of both islands were killed, besides forty-three Tarawans, (six of them being females,) whom we counted on or near the battle field, and sixteen of our own people. As the battle took place on the flats at low tide, probably many bodies were carried off by the sea. Over fifty canoes were captured from the invading army, some of them being of immense size. The victory gained by our people was so decisive that probably no more attacks will be made for some time to come. Te-kalica, the son of our old King, is now our Sovereign. He was badly wounded in the cheek by a spear. His wound I have taken great care of, and it is now almost entirely healed. He is very friendly and has always appeared so. I must say the same of the natives generally, but they will frequently steal when opportunities furnish." Mr. Bingham adds that he is progressing favorably in collecting the words of the Apian dialect, and over five hundred words have been acquired, only about forty of which are monosyllables. Recently he has obtained the aid of an interpreter.—*P. C. Advertiser.*

THE STEAM WHALEBOAT.—It will be remembered that we mentioned some months ago that the whaleship *Amerita* was provided with a steam propelling whaleboat, and subsequently that it had proved a failure for the purpose intended. We learn that the inventor, Mr. Myers, intends fitting up his boat to ply about the harbor this fall, as it is said that by substituting wood or charcoal for resin oil as fuel, the former difficulties may be overcome.—*P. C. Advertiser.*

The errors of great men, and the good deeds of reprobates, should not be reckoned in our estimates of their respective characters.

From the Pacific Commercial Advertiser, Oct. 7.

Donati's or Charles V.'s Comet.

The comet which now appears so bright in the northwest is called in our American Exchanges, Donati's comet. The close resemblance which it bears to the comet which appeared in the reign of Charles V., and which has been named after him, leads some to believe it to be the latter. Its return was predicted in 1857, but it has been supposed that, owing to planetary attractions, its course has been changed and its return retarded. In the *Boston Traveller*, we find a letter from W. C. Bond, the University Astronomer. He says:

DONATI'S COMET.—In reply to your inquiries I send the following notice of the rather remarkable Comet which is now approaching the earth, but as yet is at the great distance of some two hundred millions of miles. It was first seen in Europe, at Florence, by M. Donati, on June 2, and first seen in America at the Cambridge Observatory, on June 28. Its elements have been computed by the discoverer, M. Donati, Villarcane, Bruhn, Hall, and Tuttle. There is, as might be expected, a considerable discrepancy among these computers in the time of its perihelion passage, but the elements indicate that the comet will be very much brighter, although, owing to the situation of its orbit, it will be seen to the greatest advantage in the southern hemisphere; moreover, it will soon be lost to us for a while in the

sun's rays, and will afterward reappear in the morning.

In the *Boston Journal* we find the following item referring to it:

The comet discovered in Leo by Miss Mitchell, on the 1st inst., is the same discovered by Donati, at Florence, on the 2d June. It is rapidly approaching its perihelion, but will probably be prevented by the position of its orbit from becoming a conspicuous object. It is moving slowly towards the northeast.

We have inquired of several captains who have recently arrived from the Arctic, and find that it was first observed on the 10th of September near Bhering's Island, N. Lat. 56° 30'; E. Long. 172°. As near as we can learn it appeared first far to the north, nearly under the constellation of the dipper, and was very faint. It has been growing brighter every evening since.

During the past week it has been "the observed of all observers," and the clear sky in the west has given every one a fine chance to watch its movements. It is evidently approaching and ascending, and sets about ten minutes later every night. By carefully noting down its position and relation to several fixed stars, the angle of its present course is very nearly indicated. We have engraved the following diagram to illustrate the comet and the track it is now pursuing:



Its course, indicated by the dotted line, is upward, and from north to south, and at an angle of about thirty-five degrees. It will pass, if it continues its present course, above Venus the bright planet in the west, and nearly in a direct line towards Mars, which now is seen in the milky way. The bright star near which it passed on the 5th, is Arcturus, a star of the first magnitude. The above representation was taken as the comet appeared on the evening of the 2d inst. about 10 minutes past 7 o'clock; since that, the tail has been spreading in breadth and length, and has become, particularly on the lower side, less defined, resembling very closely the comet of Charles V. as illustrated in *Harper's Weekly*, for June 6, 1857. The figures denote its position on the track on the days noted.

The increased rapidity with which it has

moved for the past two evenings shows that it is approaching both the sun and the earth, and will perhaps be visible for some time yet. It may approach much nearer the earth than it now is. Probably the papers by the mail just received, may give some information in regard to it. It has always been a matter of conjecture what causes the tail of comets. The popular belief is that it is some sort of nebulous light or envelope, left behind it in its rapid flight. But astronomers say that it is only the reflection of the sun through the luminous mass that envelopes a comet, a kind of bright shadow caused by the sun, and that the tail does not follow the comet, but always points in an opposite direction to the sun. This theory is probably correct, and the present comet will doubtless afford an illustration of it, as it must soon appear directly over the sun, and its tail will consequently become vertical.

VESSEL CAPSIZED.—By reference to the memoranda of the voyage of the *Young Greek* it will be seen that she passed very near a capsized vessel of 140 tons, well coppered, about 800 miles from Hawaii. It could hardly have been the *Kumamalu* lost eighteen months ago, but is more probably some vessel lost off the coast of California. By our exchange papers we see that the schooner *Laura Bean*, which was about

the above size, has been missing for some weeks, and a reward of \$600 was offered for information regarding her. It may have been her or some other California coaster.—*P. C. Advertiser.*

Applause is the spur of noble minds, the end and aim of weak ones.

ADVERTISEMENT.

"Scientific American"—Prospectus.

VOLUME XIV BEGINS SEPTEMBER 11, 1858. Mechanics, Inventors, Manufacturers and Farmers. The SCIENTIFIC AMERICAN has now reached its Fourteenth Year, and will enter upon a New Volume on the 11th of September. It is the only weekly publication of the kind now issued in this country, and it has a very extensive circulation in all the States of the Union. It is not, as some might suppose from its title, a dry, abstract work on technical science; on the contrary, it so deals with the great events going on in the scientific, mechanical and industrial worlds, as to please and instruct every one. If the mechanic or artisan wishes to know the best machine in use, or how to make any substance employed in his business—if the housewife wishes to get a recipe for making good color, etc.—if the inventor wishes to know what is going on in the way of improvements—if the manufacturer wishes to keep posted with the times, and to employ the best facilities in his business—if the man of leisure and study wishes to keep himself familiar with the progress made in the chemical laboratory, or in the construction of telegraphs, steamships, railroads, reapers, mowers, and a thousand other machines and appliances, both of peace and war—all these desiderata can be found in the Scientific American, and not elsewhere. They are here presented in a reliable and interesting form, adapted to the comprehension of minds unlearned in the higher branches of science and art.

TERMS—One copy, one year, \$2; one copy, six months, \$1; five copies, six months, \$4; ten copies, six months, \$8; ten copies, twelve months, \$16; fifteen copies, twelve months, \$22; twenty copies, twelve months, \$28; IN ADVANCE.

Specimen copies sent gratuitously for inspection. Southern or western money, or Postage Stamps taken for subscriptions. Letters should be directed to **MUNN & CO.,**

Fulton street, New York. Messrs. Munn & Co. are extensively engaged in procuring patents for new inventions, and will advise inventors, without charge, in regard to the novelty of their improvements. 10-11

To the Owners, and Persons interested in Whaleships in the Pacific Ocean.

OFFICE OF THE PANAMA RAIL-ROAD COMPANY, }
New York, July 20, 1857.

The Panama Rail-Road Company takes this method of informing those interested in the Whaling business, of the advantages offered by the Railroad across the Isthmus of Panama, for the shipment of Oil from the Pacific to the United States, and for sending out-fits and supplies from the United States to Panama.

The Railroad has been in regular and successful operation for more than two years, and its capacity for the transportation of every description of merchandise, including Oil, Provisions, &c., has been fully tested. The attention of several Captains of whaleships has recently been turned to the subject of shipping their oil from Panama to New York during the present season, and the Panama Rail-Road Company has made arrangements to afford every facility which may be required for the accomplishment of this important object. A Pier, 450 feet long, has been built in the bay of Panama, to the end of which Freight Cars are run to receive cargoes from lighters or vessels lying alongside, and deliver the same alongside of vessels at Aspinwall. Vessels of from 200 to 300 tons can lie at the Pier with safety, grounding in the mud at low water.

The vessels to and from Aspinwall are fast-sailing brigs, belonging to the Rail-Road Company, and the Company is prepared to receive oil at Panama and deliver it in New York under **through Bills of Lading** at the rate of seven cents per gallon, if received at the Pier, and eight cents per gallon if received in the harbor from ship's tackles, charging for the capacity of the casks, without allowing for wantage. For whalebone, one and one-half cents per pound. This charge covers every expense from Panama to New York, in case the oil is sent through the Superintendent or Commercial Agent of the Panama Rail-Road Company, insurance excepted. The freights may be made payable on the Isthmus or in New York at the option of the shipper.

The vessels of the Company sail regularly semi-monthly, and the average passages to and from Aspinwall are about twenty to twenty-five days. The time occupied in crossing the Isthmus is four hours. Oil, during its transit across the Isthmus, will be covered with canvas, or conveyed in covered cars, and owners may be assured that every care will be taken to prevent leakage. Several cargoes have already been conveyed to New York without the slightest loss.

Oil or other goods consigned for transportation to the Superintendent of the Panama Rail-Road Company, or to **William Nelson**, Commercial Agent of the Company at Panama, will be received and forwarded with the greatest despatch.

Frederic L. Hanks has been appointed Agent at Honolulu, Sandwich Islands, and is prepared to furnish every requisite information to shippers.

JOS. F. JOY, Secretary
FREDERIC L. HANKS,
Agent Panama R. R. Co., Honolulu S. I. 64-12m

NAVIGATION TAUGHT.

NAVIGATION, in all its branches, taught by the Subscriber. The writer likewise begs to intimate that he will give instruction to a limited number of pupils in English reading and grammar, geography, writing, arithmetic, &c. Residence, cottage at the back of Mr. Love's house, Nuuanu-street **DANIEL SMITH.**

Honolulu, March 26, 1057. tf

MASTS OF ALL SIZES.

FOR SALE BY **H. HACKFELD & CO.**
36-11

IRON HURDLES

FOR SALE at the Hudson's Bay Company's Store, eight feet long—three dollars each.

ADVERTISEMENT.

BISHOP & CO'S Savings Bank.

THE UNDERSIGNED WILL RECEIVE

Money at their Savings Bank upon the following terms: On sums of \$300 or under, from one person, they will pay interest at the rate of eight per cent. per annum, from date of receipt, on all sums that shall have remained in deposit three months, or have been in deposit three months at the time of making up the yearly accounts.

No interest will be allowed on money withdrawn within three months from the date of deposit.

Thirty days' notice must be given at the Bank of an intention to withdraw any money; and the Depositor's Pass-Book must be produced at the same time.

No money will be paid except upon the Draft of the Depositor, accompanied by the proper Pass-Book.

On the first day of September of each year, after 1858, the accounts will be made up, and interest on all sums that shall have remained on deposit three months or more, and unpaid, will be credited to the depositors, and from that date form part of the principal.

Sums of more than \$300 will be received, subject to special agreement.

The Bank will be open every day in the week except Sundays and Holidays; and on Saturdays will be open until 6 o'clock, P. M. **BISHOP & CO.**

Honolulu, August 14, 1858. 112-11

A. P. EVERETT,
AUCTIONEER,
53-1y Honolulu, Oahu, H. I.

A. P. EVERETT,
COMMISSION MERCHANT,
Janion's new block, Queen street, Honolulu, H. I.

REFERENCES.

Messrs. SAMPSON & TAPPAN, - - - Boston.
" E. D. BRIGHAM & Co., - - - "
" BUTLER, KITH & HILL, - - - "
Honolulu, July 1, 1857. 53-11

SAM'L N. CASTLE. **AMOS S. COOKE**
CASTLE & COOKE,

IMPORTERS AND WHOLESALE AND RETAIL

DEALERS IN
GENERAL MERCHANDISE,

At the old stand, corner of King and School streets, near the large Stone Church. Also, at the Store formerly occupied by C. H. Nicholson, in King street, opposite the Seamen's Chapel.

Agents for Jayne's Medicines.

B. PITMAN,
DEALER IN
GENERAL MERCHANDISE, AND
HAWAIIAN PRODUCE.

BYRON'S BAY, HILO, HAWAII, S. I.
All Stores required by whale ships and others, supplied on reasonable terms, and at the shortest notice.

WANTED—Exchange on the United States and Europe. Oct. 2, 1854.

E. HOFFMANN,
PHYSICIAN AND SURGEON,
Office in the New Drug Store, corner of Kaahumanu and Queen streets, Makee & Anthon's Block. Open day and night.

GILMAN & CO,
Ship Chandlers and General Agents,
LAHAINA, MAUI, S. I.
Ships supplied with Recruits, Storage and Money.

DR. J. MOTT SMITH,
DENTIST.
OFFICE, CORNER OF FORT AND HOTEL STREETS.
HONOLULU, H. I.

C. H. WETMORE,
PHYSICIAN AND SURGEON,
HILO, HAWAII, S. I.
N. B.—Medicine Chests carefully replenished.

G. P. JUDD, M. D.,
PHYSICIAN AND SURGEON,
HONOLULU, OAHU, S. I.
Office, corner of Fort and Merchant streets. Office open from 9 A. M. to 4 P. M.

ADVERTISEMENT.

NOTICE TO WHALEMEN.

MACY & LAW,

—DEALERS IN—

WHALEMEN'S SUPPLIES AND GENERAL MERCHANDISE,

Kawaihae, Hawaii.

CONSTANTLY ON HAND a good supply of Hawaiian beef, potatoes, hogs, sheep and numerous other articles required by whalemén. The above articles can be furnished at the shortest notice and on the most reasonable terms in exchange for bills on the United States or orders on any merchant at the Islands. No charge made on inter-island exchange.

Beef packed to order and warranted to keep in any climate. 3-tf.

B. W. FIELD,
COMMISSION MERCHANT,
HONOLULU, OAHU, H. I.

By Permission, he Refers to

C. W. Cartwright, President of Manufacturers' Insurance Company, Boston;
H. A. Pierce, Boston;
Thayer, Rice & Co., Boston;
Edward Mott Robinson, New Bedford;
John W. Barrett & Sons, Nantucket;
Perkins & Smith, New London.
B. F. Snow, Honolulu.

BIBLE, BOOK AND TRACT DEPOSITORY,
SAILOR'S HOME, HONOLULU.

BIBLES, BOOKS AND TRACTS, in the English, French, Portuguese, German, Welsh, Swedish and Spanish languages. These books are offered for sale, at cost prices, by the Hawaiian Bible and Tract Societies, but furnished

GRATUITOUSLY TO SEAMEN.

Also, Office of *The Friend*, bound volumes for sale. Subscriptions received.

N. B.—Seamen belonging to vessels lying "off and on," will be supplied with books and papers, by calling at the Depository, from 12 to 3 o'clock P. M.

S. C. DAMON,
Seamen's Chaplain

SHIPPING OFFICE.

THE UNDERSIGNED having taken the office attached to the "Sailors' Home," will procure officers and men for whaling and other vessels, at short notice, and will endeavor to give satisfaction to all who may favor him with their business.

GEORGE WILLIAMS,
Licensed Shipping Agent.
Honolulu, Sept. 1, 1858. 8-tf

SHIPS' ACCOUNTS.

MASTERS OF WHALE SHIPS, who desire assistance in the making up of their accounts, will please call on the undersigned, who will give his immediate attention to business entrusted to him. Office at the "Sailors' Home."

8-tf **GEO. WILLIAMS, Accountant.**

NOTICE.

THE SUBSCRIBER respectfully offers his services in the adjustment of accounts, collection of bills, etc. Mortgages, Leases, Bills of Sale, Agreements and other instruments, drawn with accuracy and dispatch, and on moderate terms. Office at the "Sailors' Home."

8-tf **GEO. WILLIAMS.**

HARDWARE STORE.

ON FORT STREET, NEAR HOTEL STREET.
LOCKS of all kinds, Hinges, Screws, Tacks, Razors, Cut and Wrought Nails, Spikes, Brads, Files, Carpenters' Tools of all kinds, Pocket and Sheath-Knives, Marlinspikes, Caulking-Irons and Mallets, and numerous other articles, for sale at the lowest prices, by (tf) **W. N. LADD.**

J. WORTH,

HAVING established himself in business at Hilo, Hawaii, is prepared to furnish ships with Recruits, on favorable terms for Cash, Goods or Bills on the United States.

MARINE JOURNAL.

PORT OF HONOLULU, S. I.

ARRIVALS.

- Sept 28—Am. brig Glencoe, Holmes, 20 days from Port Orford, Oregon.
 30—Am wh bark Iris, Bolles, from Lahaina, off and on.
 Oct 1—Am wh ship Metacom, Hinds, from the Arctic, 200 wh this season.
 1—Am wh bark Frances Palmer, Green, from Arctic.
 1—Haw sch John Dunlap, (Alice) Bell, 30 days from San Francisco.
 1—H. B. M.'s S. Calypso, Monrreor, 21 days from San Francisco.
 2—Am merchant bark Young Greek, Taylor, 120 days from Boston.
 3—Am wh ship Saratoga, Slocum, from Arctic and Bristol Bay.
 3—Am wh ship Adeline Gibbs, Withington, from Arctic.
 2—Am wh sh Wm. Tell, Austin, from Arctic.
 3—Am wh ship Speedwell, Gibbs, from the Arctic.
 3—Am wh sh George & Susan, Jones, from Arctic and Bristol Bay.
 4—Am wh bark Mercury, Haydon, from Japan Sea.
 4—Haw brig. Pfeil, Danielsberg, from the Arctic.
 4—Am wh ship Caroline, Gifford, from Ochotok.
 4—Fr wh ship Nil, Grandsaigne, from Arctic.
 6—Am bark Fanny Major, Paty, 19 days from San Francisco, via Lahaina.
 6—Am wh ship Europa, Manter, of Edgartown, from Arctic, clean.
 6—Am wh ship George Washington, Brightman, from Lahaina.
 9—Am bk Glimpse, Dayton, 63 days from Melbourne, en route for San Francisco; sailed again on the 12th.
 11—Am wh bark South America, Walker, from Arctic, 1100 wh, 15,000 bone.
 11—Am wh bark Neva, Hand, from Lahaina, clean, sailed same day for New Bedford.
 11—Am wh bark Sarah Sheaf, Loper, from Arctic, 1000 wh, 10,000 bone.
 11—Brem brig Teutonia, Bulling, 153 ds fm Bremen, with mdse to Melchers & Co.
 12—Am wh ship James Maury, Curry, from Arctic, 750 wh, 11,000 bone.
 12—Am wh ship Japan, Diman, from Arctic, 1000 wh, 10,000 bone.
 12—Haw wh bark Metropolis, Comstock, from Bhering Sea, 100 wh.
 12—Am clip ship Mary Robinson, Harding, 41 ds fm Melbourne, to D C Waterman & Co.
 11—Am wh bark Mary & Susan, Stewart, from Arctic, 900 wh, 10,000 bone.
 13—Am wh sh W C Nye, Soule, fm Arctic, 750 wh, 9000 bn.

DEPARTURES.

- Sept 24—Barkentine Jenny Ford, Sargent, for Teekalet.
 24—Am wh sh Brooklyn, Rose, New Zealand and home.
 25—Am wh sh Draper, Sandford, for New Zealand.
 25—Am wh sh Rainbow, Halsey, for New Zealand.
 Oct 1—Bark Iris, Bolles, to cruise.
 4—Bark Archielet, Fish, to New Zealand.
 6—Ship Jefferson, Hunting, to cruise.
 6—Ship Polar Star, Weeks, to cruise.
 7—Am brig Glencoe, Holmes, for San Francisco.
 7—Whaleships Polar Star and Europa sail'd for N. Zealand.
 13—Wm Tell, Austin, to cruise.
 13—Am ship John Marshall, Hooper, for San Francisco.

MEMORANDA.

[From the Marine Report of the P. C. Advertiser.]

Report of a Wrecked Whaler.

BRISTOL BAY, August 23, 1858.

MR. WHITNEY:—Being off Gore's the 2d of this month, sent two boats in to cruise down the northern shore, while the ship would run along the south side, to meet them at the S. E. extremity of the land. When they returned on board, they reported having seen the wreck of a whaleship on the north shore, but so much broken up that it was impossible to ascertain anything definite concerning it. An avalanche of earth and rocks covered a part. There was a considerable quantity of bowhead bone and some right whalebone lying there. Some of the former they brought off; it was but little chafed, and the hair still on; even the gum on some slabs was still to be seen. The martingale stays, which were chain, were but little rusted, and apparently new; the gammon lashing, which they also brought off, was composed of three bars of iron—two curved for the sides of the bowsprit, the other straight for the upper part; the lower end of the side pieces connected by a bolt which passed through the head, all joints secured with nut and screw. The straight bar was newer than the rest, and very little rust on any part of it. All the rope they saw was of American manufacture, and the sails were made of cotton duck, composition thimbles and monkey-face (iron) clews. They brought off a boarding knife, a carving knife, and a kind of spear set in a hickory pole. These are all the particulars, and I leave it for wiser heads than my own to decide what ship it must have been, premising only that no ship has been lost for a number of years in these seas, except the *Indian Chief*, in August, 1857, and she was lost 500 miles north of Gore's Island; still, it must be her, I think. I shall forward the gammon lashing to Thomas Spencer, Esq., Honolulu, for recognition. Any person who ever saw that, would undoubtedly know it again.

Yours, W. EARL, Master bark Jireh Swift.

Cap. Slocum, of the *Saratoga*, reports having left the Arctic the last of August—few ships to be seen then. Whales were very plenty, but the weather so rough that it was impossible to secure them. Says that, with a week of good weather, he could have stowed a thousand barrels. It is possible the vessels that staid later may have found better weather.

SHIP RAPID, CAPT. BALCHER, FROM SAN FRANCISCO FOR HONGKONG.—Left Bell Buoy, San Francisco Bar, Friday, September 10. For several days winds very light and foggy weather; have had no steady breezes during the passage. H B M Ship *Calypso* left San Francisco same day, to remain during the shipping season. Steamship Pacific arrived from Fraser River just as the *Rapid* left. The steamer had quite a large number of passengers. Got no papers from her. The sch *Muckshaw* was to leave San Francisco for Honolulu on the 12th, with a load of redwood lumber.

Schooner *Pfeil* reports having left the Arctic Aug. 26—had very bad weather. Spoke N. S. Perkins, Sept. 20, on the passage down with 100 blrs.

SHIP METACOM REPORTS:—Left the Arctic Aug. 20. Spoke, July 10, James Maury, N B, 2 whales; Montreal, 1½ whale; Japan, clean; Jireh Swift, 1 whale; 31st, Rosseau, clean; Aug. 3, Dromo, clean; 6th, Goethe, 2 whales; 7th, Adeline Gibbs, 3 do; 18th, Metropolis, 1 whale, and done well trading; Sept. 10, Neva, clean. Arrived at Hilo 29th, left in port, merchant bark Washington Allston, from Sydney, to load oil; wh bark Robt. Edwards, nothing this season, and another wh bark going in as she left. The Metacom received considerable damage from the ice, and will be hove out to repair.

Bark *Young Greek* left Boston June 1—when 18 days out, spoke and passed clipper ship Peerless, 28 days from Boston, bound to San Francisco; was 66 days to Cape Horn, 14 days off the Cape, with westerly gales and calms; crossed the equator in the Pacific in long. 122. Early in the morning of the 26th Sept., about 800 miles S.E. of Hawaii, in N. lat. 16° 25', W. long 140°, passed very near a vessel of 140 tons, bottom up, with two spars attached. She was painted black and coppered. It was blowing a gale at the time. Capt. Taylor supposed it to have been a coaster from these islands, but we have lost none such.

Ship *Adeline Gibbs* reports having cruised in the Kodiack, Bristol Bay and Arctic. Took three small whales (50 barrels) on the Kodiack. Saw no whales in Bristol Bay or the Arctic. Left Kodiack Island for Honolulu Sept. 4. About 8th Sept., first saw the comet nearly under the north star, and very faint—has been increasing in size every night. June 30, lost a man overboard by the name of George Steel. He came out from home as steward, and, after leaving Honolulu April 6, put him in cook. The circumstances of his death are as follows:—On the morning of the 30th, as the Captain and officers were at breakfast, this cook stabbed one of the boat-steerers in the waist. It seems, as was afterwards learned, they had some disturbance in the morning, and the cook took the opportunity while the officers were at breakfast, to have revenge. His intentions were to kill the seaman—but for his thick clothes and one of the ribs, he would certainly have done it. One of the boatsteerers, who was on deck at the time, came and called the captain and told him that the cook had stabbed a man. At that instant, the cook hearing it, jumped overboard. The ship, at the time, was going nine knots, and as soon as possible, a boat was lowered, but before it could reach him he went down, holding the knife still in his hand. He had many times, during the voyage, threatened to kill and poison all hands, and finally made the attempt. July 13th, buried a kanaka in Onimik Strait, after a sickness of six weeks. He belonged to Maui.

Ship *Caroline*, left the Ochotok Sept. 2, had a good deal of foggy weather; reports 65 ships in June, which will be found in our list.

BARK MERCURY, OF NEW BEDFORD, REPORTS:—Off Bougainville in lat. 5° S., long. 155° E., Dec. 23d, 1857; was struck with lightning, which took off the main-mast clean, and shattered the main topgallant mast very bad, and also the head of the maintop mast, and likewise the main mast badly; from thence the lightning came down into the pumps, but as the pumps were full of water up to the spouts, it did no other damage about deck, but it went overboard on the larboard side in the waist, which took off a piece of sheathing-board and some copper. Feb. 26, 1858, in lat. 2° 30' N., long. 170° 30' E., picked up a canoe upwards of 190 miles from any land, with 13 persons on board—men, women and children—left to the mercy of God and the waves, without a paddle or an oar to help themselves with, and nothing eatable or drinkable on board of their little vessel. They were most kindly and hospitably received on board *Bark Mercury* by Capt. Hayden, who handed them safe on Covell's Island on the 9th of March. Died on board *Bark Mercury*, May 25, 1858, Walua, a native of Kaswa Waihi. He was taken sick with the diarrhoea on the 2d of April, 1858, and after an illness of 53 days he died on the 25th of May, and was buried on the same day.

Ship *Tahmaroo*, Robinson, reports:—Spent the months of May, June, and part of July on Kodiack, and the month of August in Bristol Bay. Saw nothing in Bristol Bay. Ship *Jireh Swift*, was bound to Navigator Islands. The winds have been very contrary on the passage down. Was thirty days from Bristol Bay to Lahaina. Capt. R.'s health is very poorly.

Bark *South America*, left Bhering Straits Aug 30; has had light winds and calms all the passage. Reports, in August, Helen Mar, 4 whales; James Maury, 8 do; Wm. C. Nye, 8 do; Java 2d, 9 do; Baltic, 4 do; Goethe, 2 do, and last seen steering west from the Straits; Japan, 4 do; Addison, 6 do; Paulina, 6 do; Harmony, 9 do.

Capt. Curry, of ship *James Maury*, reports:—Lost two anchors in Bhering Straits July 8, 1858, by a large cake of ice coming foul of the ship in a calm. The cake of ice was several miles in extent, and from 18 inches to 2½ feet thick. At the time the ice came down upon us we were riding by a light chain and anchor, in 25 fathoms water, 1½ miles from the shore; our chain soon parted, and in a few minutes we were nearly ashore in five fathoms water; we then let go our best bower, but that soon broke off in the shank—and in 4½ fathoms let go the third anchor and sent the crew on the ice with axes and cutting spades, and cut a point of the ice off, which let it pass clear of us, and left the ship in four fathoms water, close to the rocks. The ship's cut-water, copper and sheathing was badly cut up, but she is tight, and able to go home without any repair. Ship *Caravan*, Bragg, lost two anchors same time close alongside of me. Also reports the following ships:—August 27, bark Paulina, Steen, 5 whales; 28th, ship Addison, Lawrence, 7 do; 29th, ship Milo, Soule, 9 do; bark Mary & Susan, Stewart, 9 do; 1st, bark Fortune, Anderson, 8 do; 4th, bark Hercules, Athearn, 7 do; 6th, ship Trident, Taber, 9 do. Heard from—Sept 27th, bark Helen Mar, Worth, 5 do; 13th, bark John & Elizabeth, Lester, 4 do; bark Harmony, Austin, 8 do.

Spoken off Feegee Islands, June 22, ship *Isaac Howland*, Hobbs, of N. B., 42 months out, 1300 sp; *Sophia Thornton*, Nichols, of N. B., 36 months out, 1300 sp.

Ship *Marcia*, Billings, took two sperm whales off Maui on the 3d of October.

Brig *Advance* left Fanning's Island 24th Sept.—had light trade-winds well to Southward. Reports whaleship *Caroline*, of Greenport, taken nothing since leaving Honolulu.

PORT OF LAHAINA.

ARRIVALS.

- Sept 18—Am wh bark Iris, Bolles, from Kodiack, 400 sp, 600 wh; 475 w, 5000 bone this season.
 16—Am wh sh Omega, Whalon, from Hilo.
 22—Am wh sh Geo Washington, Brightman, from Kodiack and Bristol Bay, 70 sp, 110 wh, 110 wh, season.
 25—Am clipper ship Rapid, Balcher, 15 days from San Francisco—Sailed same day for Hongkong.
 25—Am wh sh Tahmaroo, Robinson, F H, 1100 wh, 12000 bone.
 Oct 4—Am bark Neva, Hand, from Bristol Bay, clean.
 4—Am ship Erie, Jernegan, from Arctic, 800 wh, 14,000 bn.
 4—Am ship Marengo, Skinner, from Arctic, 130 wh.
 5—Am bark Fark Fanny Major, Paty, 16 days from San Francisco.
 5—Am ship William & Henry, Grinnell, fm Arctic, 550 wh, 600 bone.
 5—Europa, Manter, from Kodiack, clean.
 5—Marcia, Billings, from Kodiack, 120 sp, 600 wh, 600 bn.

DEPARTURES.

- Oct. 5—George Washington, Brightman, for New Zealand.
 5—Fanny Major, Paty, for Honolulu.
 5—Europa, Manter, for New Zealand.

PORT OF HILO, H. I.

ARRIVALS.

- Sept. 1—Am wh sh Florida, Fish, N B, from Kodiack and Bristol Bay, 700 wh, 7000 bone.
 4—Am wh sh Omega, Whalon, F H, from Arctic, 140 wh, 1000 bone.
 Am wh sh Martha, Manchester, F H, from Arctic, clean.
 All the above vessels had sailed to cruise, and at latest advices (Sept. 20) no foreign vessel was in port.

PASSENGERS.

From SAN FRANCISCO, (at Lahaina),—per *Rapid*, Sept 25—Capt S Bailey and lady, Mrs E D Little, Mrs S S Holley, G D Gilman, P H Treadway, Capt J H Swift, Jas A Daly.
 From PORT ORFORD—per *Glencoe*, Sept 23—A T Bolfe.
 For TREKALET—per *Jenny Ford*, Sept 23—Mrs M Hinchey, Miss M Hinchey.
 From SAN FRANCISCO—per *Fanny Major*, Oct 6—Mrs R A B Wood, Capt Wm Stott, Capt Albert Miller, James W Hobbs, N W Emery, J Silverstone, Oliver Shaw, E P Stoddard, Abec, Afong J Silver, Manuel Rivers, Francis Tartara, J Robert, Thos Harth.
 From FANNING'S ISLAND—per *Advance*, Oct 7—Mrs English and 2 children, Mrs Bent.
 For SAN FRANCISCO—per *Glencoe*, Oct 7—W W Manning, J Triscott, Mrs Triscott.
 From MELBOURNE—per *Mary Robinson*, Oct 12—Hugh Shanks, Mrs Shanks and 2 children, Margaret Patterson.
 For SAN FRANCISCO—per *John Marshall*, Oct 13—G W Brank, T Harris.

MARRIED.

On Saturday, Sept. 25, at the residence of Joseph Booth, Esq., Little Greenwich, Oahu, by the Rev S C. Damon, L. L. TORBERT Esq., of Makawao, East Maui, to Miss KATE BOOTH, of Honolulu.

DIED.

In Honolulu, Oct. 24, ANNY, infant daughter of Mr. M. M. Webster, aged 10 months.
 In Honolulu, Oct. 2d, EDWARD, infant son of Mr. McShane, aged 9 months.
 In Honolulu, Oct. 10, Mr. J. S. Levi, formerly a merchant in this city.
 At Waimea, Hawaii, September 22d, the infant son of Capt. J. H. Mallett, late of San Francisco, aged one week. San Francisco papers please copy.
 At Aplan, Kingmild Group, Feb. 5, 1858, the infant son of Rev. H. Bingham.
 In the Arctic Ocean, last of July, CAPT. MACOMBER, ship *Majestic*, of New Bedford.
 On board ship *James Maury*, Sept. 22d, 1858, PETER, a native of Rorotonga, of consumption, aged about 24 years.

WANTED.

A YOUNG MAN, who has been engaged for the last five years as Salesman in one of the largest wholesale houses in the city of Philadelphia, desires a situation in this city. Apply to the Editor of the "Friend," Post Office.

S. P. FORD, M. D.,
 PHYSICIAN AND SURGEON.
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New Series, Vol. 8, No. 11.

HONOLULU, NOVEMBER 8, 1858.

{Old Series, Vol. 15.

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THE FRIEND.

NOVEMBER 8, 1858.

Extempore remarks of a Whaling Captain.

Our harbor is so safe, and shipmasters feel that their ships lie so securely while at anchor, that they are seldom to be found on board. In plying about the harbor, however, a day or two since, we visited a whaleship, and for a rare thing, was welcomed upon the quarter-deck by the commander, and his off-hand address was delivered in a style so frank and good-natured, and withal so thoroughly spiced with sound sense, that we could wish every young sailor in the whaling fleet and the world might have listened to it, and then put the truths and hints he had heard into practice. We did not take notes, but as near as we can recall his remarks, they were as follows:

"I am glad to see you. You will always find me here when in port, unless I have business on shore. It is easy to spend money but hard work to earn—if you do not believe it, go north after those bowheads. I have done tolerably well for a new beginner up north—I am an old sperm whaler. I knew your predecessor, Diell—he was a fine fatherly man. I did not think I should ever come out whaling again, but here I am. I am now upon my fifth voyage as master, and I tell my boys here any of them can become shipmasters if they will only do as I have done. I came to America when I was ten years old. I am a Swede by birth. I was a poor boy, without friends. I never went to school a day in my life. When I first went to sea I took my slate and began to make marks upon it. My shipmates, while playing chess and

backgammon laughed at me, but I told them 'surely marking on my slate will do me no hurt.' So I went on, rising in my profession until going home, after three or four voyages as mate, my old captain told the owners, 'there is a man can manage a ship for you.' They built me a new ship, and I took command, and was successful. After four voyages, I knocked off, sold out all my nautical traps, bought me a small farm, and never meant to come to sea again: and should not if I had not been offered as good 'a lay' as probably any master in this port. Now I don't tell you these things in a boasting way—but a young man in America can become anything if he will only try. I tell my boys so. I have got one that I think is trying. I teach them navigation if they wish to learn.

"I never drank but one glass of liquor in my life, and that was in Oahu, more than twenty years ago, and that was in Dutch Harry's house. My shipmates got one glass down me, and I said I never would drink another—and I never have. It is that *cursed liquor* that kills the young men, at least one in four. I tell them so. Only let them let liquor alone, and make the effort, and they can make anything they like. There is a great chance for a young man in America, if he will only let liquor alone and try."

The old gentleman said much more after the same manner, and we presume the idea never, in the most remote manner, entered his mind that he would ever see his remarks in print. He did not speak boastingly, but seemed to feel just what he said. We hope as young men read these remarks, they will let that *cursed liquor* alone, and try to be something but sailors before the mast. Try! try!! try!!!

Our neighbor of the *Polynesian*, in acknowledging a bag of sweet potatoes from Mr. Oudinot, remarks that they reminded him "of the banks of the dark flowing Roanoke." We too have received a bag from the same gentleman. Would that we could soar away and acknowledge the gift in language equally glowing. We will, however, say to Mr. Oudinot, in the language of Queen Victoria on a certain, if not similar, occasion, "I thank you."

A CARD.

TO THE EDITOR OF THE FRIEND.

SIR:—Please to insert in your columns the following heartfelt acknowledgment of the undersigned, having been picked up at sea by the *Emily Morgan*, Capt. Chase. I received every kindness that my case required. I was naked, sick and sore. Every one on board tried to vie with each other in striving to supply my wants. I was in a helpless condition. They washed and dressed me and my wounds. The captain supplied me with clothing, and his amiable wife did all that laid in her power to enable me to get my strength and health. After I had told Capt. Chase my story, he pitied me from his heart. After two days we made Ocean Island; I was still low; I did not want to go, and the captain told me if he could get to Hall's Island he would, and land me there—which he did after a few days. May the Almighty, who has sustained me through all my trials and sufferings, and suffered me not to perish, reward them, which is the sincere and contrite prayer of

THOMAS HUNTLY,

in the employ of Charles Smith and Co.,
Sydney, N. S. W.

The following extract from Captain Chase's journal, will fully explain the above card, and furnish abundant proof to show how much occasion the said Thomas Huntly had to be thankful to God for His gracious care and protection, in directing Capt. Chase to steer in that direction, where Huntly's boat was drifting, at the mercy of the wind and waves:

Boat Picked Up—Death of Natives—Great Suffering.

Thursday, March 18, 1858, lat. 30 miles N., long. 167° 33 E.—While taking tea, there was a report from the mast-head that there was a boat or canoe in sight. I ran my ship in that direction. After tea I went to the mast-head with my glass to see what it was, when I found it to be a small yawl boat with a sail set, and I thought I could see something that looked like a human being in it. Calling my first officer, I told him I thought that there was a man sitting there, and it was so near night that I feared we should miss the boat, so I ordered him to lower his boat and go as quick as possible, for it might be means of saving life. The wind was very light at the time he lowered. At 7 P.M. he returned and brought the boat, and also a man by the name of Thomas Huntly, a native of London, England, late a resident of Hall's Island, and formerly a resident at Lahaina, Sandwich Islands. The man was nearly exhausted. I made him as comfortable

ble as I could at that time—took his boat and all the things on deck. The next day he felt better, and gave the following account of himself:—"It was on the 17th February when he left Hall's Island, with four natives of the same place—two males and two females—to go across to Knoxe's Island in their boat in search of a vessel to take some cocoanut oil that he had been purchasing for the master of a vessel belonging to Sydney. After getting to Knoxe's Island, he found them at war with one of the neighboring islands. They took him and his companions and detained them as prisoners for three days—then taking his boat for their own use, placing him and his companions in a canoe, they started for the other Island to fight—they arrived it the next forenoon, and made his boat fast to the canoe, and went on there to fight. We saw the fight, and saw that they were defeated. As quick as he could, he took his boat and companions and left for Hall's Island again, the wind blowing fresh, and not favorable at the time, he could not fetch his island: the boat not being able to hold up against the current, he went to leeward through the night. When daylight came, all he could see was several canoes far to windward, and no land in sight. He continued tacking from north to south for several days, until at last their food and water was all gone. In three or four days after their sufferings were so great that the natives began to drink salt water, when one of the females became raving mad and soon died; the natives then wanted him to tell them where the land was. He then gave up all hopes of getting to his island again, and steered for Ocean or Pleasant Islands as near as he could, but never saw either. About seven days after their sufferings were great, and the other female died. The father being in the boat, and having his wife and daughter to die in such a suffering condition was more than he could bear up under, and he expired in two days after. Thinking that he must have passed Ocean and Pleasant Islands, steered his boat to the north hoping to fall in with some sail there. The Lord sent them rain to quench their thirst, and they caught a small shark also for food. Now he had the wind blowing heavy in squalls from the west, and plenty of rain. The other native at this time was very poor indeed, but he was in hopes, however, that he would survive, thinking that some vessel might appear and come to their relief before sundown, moored the boat to her oars. During the night the wind continued blowing with occasional heavy squalls and rain, and they filled the boat-keg with fresh water; at daylight he steered to the eastward—saw a great change in the other native; the rain and cold had taken considerable effect on him. Caught another small shark, but the native only took one or two mouthfulls—he appeared as though he would not long survive. Ran to the eastward all day, and at night moored the boat to the oars again. Heavy squalls of wind and rain continued through the night—wet and cold both with fresh and salt water, the wind still from the west. About 2 P.M. this day the native expired—the wind blowing fresh, he did not throw him overboard till next morning. This day the wind changed to the N.E.; he stood to the S.E., and kept standing north and south as near as he could judge, so as to keep near

the Line. The day he was picked up he was standing to the south—the boat wore round herself, and he felt too weak for exertion, so he let her go to the northward. About 2 P.M. he felt very weak and desponding—took down sail and laid down in his boat full of grief. He cried unto the Lord with tears of penitence for an hour in earnest prayer for relief. When he arose he saw a vessel a long way off. About an hour after, having a spy-glass, he made out a ship coming before the wind—it must have been about 4 P.M.; he saw the vessel some time before they saw him. Towards dark the vessel sent a boat and towed me (the most miserable-looking of human beings) alongside, where I received every kindness that humanity could suggest.

Extract from the Meteorological Log of the British Bark Portena, kept by Thomas Mason, Mate.

Left Milford May 25th, 1858, passed the ship *Australia*, Robinson, putting back, having sprung a leak, in lat. $50^{\circ} 14' N$, long. $8^{\circ} 30' W$. June 6th in lat. $37^{\circ} 51' N$, and $14^{\circ} 20' W$, observed a very brilliant Meteor. It rose in the south with an altitude of about 30° , and fell into the S.W. resembling a ball of fire so bright that it lighted up all the sails, and when expended, spread itself similar to the expansion of a skyrocket.

June 9th, off Maderia signalized the Eliza Shaip 20 days from London to St Kitts, also the ship Fort William, 20 days from London to Calcutta. July 27th, in lat. $22^{\circ} 49' S$, and long. $51^{\circ} 41' W$, saw a great number of sperm whales.

Aug. 2d, ship in lat. $54^{\circ} 40' S$, and long. $63^{\circ} 42' W$, saw the sea breaking very heavy in an easterly direction, extending from Cape St. John on Staten Island, the outer breakers from the ship, by compass, S. E. by S., and apparently full 5 miles from the land. These breakers were not laid down on any of the charts on board.

Aug. 6th, rounded Cape Horn, Aug. 9th, off Diego Rameriz.

Sept. 12th, in lat. $3^{\circ} 23' S$ and long. $100^{\circ} 10' W$, saw a number of sperm whales going to the S. W.

Sept. 16th, crossed the line in $113^{\circ} W$, very light S. E. and S. S. E. winds.

Sept. 24th in lat. $11^{\circ} 28' N$, and long. $125^{\circ} W$, saw a number of sperm whales.

Sept. 25th, a number of sperm whales about the vessel in $12^{\circ} 20' N$ and $126^{\circ} 00' W$.

Sept. 28th got the N. E. trade wind in lat. $14^{\circ} N$, and $128^{\circ} W$, had light S. S. E. and S. S. W. winds from the line.

Oct 1st, first observed the Comet in $15^{\circ} 30' N$, and long. $134^{\circ} 20' W$, about 7 P. M., having an altitude about 10° , a little below the Southern Crown, and observed very brilliant every evening until our arrival in Honolulu.

Arrived in Honolulu Oct. 14th, being 142 days from Milford harbor. THOS. MASON.

On Leaving the Arctic Ocean.

BY G. W. LANEWELL, OF SHIP FAVORITE.

Farewell to Arctic's shores, farewell!

Rings out on the midnight breeze,
As I think of home and friends who dwell
In lands beyond the seas.

Adieu, thou cold and barren land,
I bid you now farewell;
I leave thy cold and icy strand,
In milder climes to dwell.

No more shall frozen mountains rise,
To meet my ardent gaze,
Nor dazzling icebergs greet my eyes,
Or dim the sun's bright blaze.

I bid farewell to the crested wave
That rolls on the Arctic shore;
Although your sons are true and brave,
I'll visit you no more!

The yards are squared, the canvas spread,
The straits we seek and find;
And we bid adieu to the Arctic shores,
As we leave them far behind.

And now I stand on the trembling deck,
And cast a look behind;
With one brief prayer my thoughts I check,
And list to my troubled mind.

I think of the benighted race
That wander on this shore;
Though noble in what nature gave
They pant for something more.

And should we not to them unfold
The beauties of that land,
Where log and chart will be unrolled
By God's Almighty hand?

Or do you ask, since I uphold
The theme I now debate,
Why I do not to them unfold
This wondrous happy state.

I answer thus: 'twere not for me
Those glories to reveal;
There is a fetter on my tongue,
And on my ear a seal.

But ye whose minds are lighted up
By wisdom from on high,
Why do ye thus to man's dark mind
The lamp of life deny?

Pray think you of the Savior's words,
A cup of water given,
By prayerful hearts and willing hands,
Is noted down in Heaven!

And now, kind friends, in Heaven's name,
Go to this dying race,
And teach to them the way of life,
And Christ's renewing grace.

Think not of hardships you'll endure,
But breast the world's dark tide—
The Savior's arm is ever sure,
And he will be your guide.

Trustees of the Sailor's Home hold a meeting at the Reading Room, this evening Nov. 8th. Punctual and full attendance is requested.

Letter from the South Seas.

BY AN ENGLISH MISSIONARY.

ROTORONGA, Feb. 10th, 1858.

Rev. S. C. DAMON.—I am glad to find by a notice in the *Friend* for October that you duly received the parcel of Rotoronga Bibles &c., which we forwarded you through the kindness of Capt. W. T. Walker. May they prove useful to some of our wandering sheep who are often to be found among the crews of the whaling vessels. By Capt. Manchester I will forward you a dozen more.

Doubtless you are often thrown in the way of many of the natives of the Hervey Group. The Captains who ship them sincerely promise to return them, but in the majority of cases they return only to report that the natives have been decoyed away by others or have deserted. Excuse me in suggesting that you give a word of exhortation to the natives that they keep by the ship, and give the captain every opportunity honorably to discharge their promises. Their parents and relatives and in many cases their wives and families suffer not a little by the course of conduct they so unwisely take.

Brother Buzacott and his wife and daughter left this mission last Nov., en route for Sydney. Our Brother has labored long and well, future generations will feel the blessings of the gospel, which he instrumentally has succeeded in planting here.

As the *John Williams*, our Mission Bark, proceeded on her voyage she would call at Penrhyn's Island. You are doubtless aware that a few years since, we were enabled to establish a Mission there, and we have received encouraging reports from time to time. It is as yet a day of small things, but they are not despised by Him who will graciously own the meanest effort made for his honor and glory.

Many masters of whalers and others are, I believe, up to this time afraid to call there. I have heard many say that in passing they gave it a "wide berth," fearing that the character of the natives were as savage and brutal as represented by Wilkes in the United States Exploring Expedition. We are happy to be able to say that there is no danger. Vessels can call there with safety. True there are not many inducements in the way of obtaining any very large supply of recruits, &c., but an occasional and a friendly call would we hope encourage the hearts of our Native Teachers and give the people an assurance that the truths taught them are respected and valued by foreigners.

At present I am single handed on this Island. The churches in the adjoining villages have very consistent and very efficient native teachers. All our people are dwelling in peace and love, yet we proffer our daily pe-

titions for those who are in the way of ignorance and guilt, that they may be brought back to the paths of righteousness.

You will see by the report enclosed that the Hervey Group's contributions to the parent society for the year ending May 1857, amounted to \$2,037 37. "Freely they have received, and freely do they give."

I also enclose the last issue of our press, a translation of Mr. Bogue's Theological lectures, a text book we have in use in the institutions here. We find it very valuable as leading the native mind to a clear and intelligent understanding of many of the all-important doctrines of Holy writ.

Yours faithfully, GEO. GILL.

A Sailor's Trials—Life on board a Man of War.

Some weeks ago we received a letter from an anxious mother, in Pennsylvania, making enquiry for a long absent son. She supposed he was on board some whale ship. To be sure, he had returned to the U. S. in a whale ship, but had shipped on board the *Merrimac*, Steamer. While that vessel lay off our harbor we received a letter from the young man, from which we make the following extract:

"I have now been roving about for ten or eleven years, during which time the only pleasure I have experienced was the short time I was in Honolulu, and with the exception of a few dollars I have now due me in this ship, I am as poorly off as when I first took my little bundle on my back, and sallied forth upon the world to "sink or swim," as fortune might choose to smile or frown upon me. Since that time, what have I not suffered! hunger, cold and nakedness, to their fullest extent. I have worked and toiled on board of vessels, and elsewhere, in the coldest weather, with hardly sufficient clothes to cover my body, in hopes of getting a little money to buy myself some warmer clothing and pay my way back home.

One who has not experienced such treatment cannot imagine the effect it has upon one so young as I was at that time. It has almost caused me to hate the whole human race. Now who can I blame for this? My Father's last words when lying on his death bed were, "tell Willie he must now settle down, he has roamed about and disobeyed me long enough." God knows how willingly I would obey his dying injunction, but what can I do for a living on shore? I have no trade, and it is now too late to learn one, as it is I see but one course for me to pursue, and that is as I have commenced so must I continue on. I never will be dependant on any of my relations, no, not if I knew that the same trials and sufferings were before me to pass through, which beset my path during my first struggles with the unfeeling world.

I would fight my way through them sooner than any one should say, "he is dependant on my bounty for the bread he eats."

You must not think for a moment that I fancy this kind of life; far from it, but I have no choice. You say I have a "nice place" here. If you knew just one hundredth part of what I have learned about "life on board a man-of-war," you would not say that. A visitor on board a ship of war sees but one side of the picture. You will go on board the ship, see the men sitting around sewing, reading, or playing chess, backgammon, or some other game, and go on shore with the idea in your mind that it is always so. You cannot see the "wheels that are working within wheels."

A man-of-war life is like some great and complicated piece of machinery, and can only be understood by the initiated. If you only could see things as they really are, you would be astonished to see how far you are in the wrong. But enough, I am here, and here I must stop, pent up for two more long years, perhaps more. I should like to go on shore in this place to see some friends I have here, but I am afraid to ask permission for fear it would be refused me."

An Incident related in a Prayer-Meeting.

At the last Wednesday evening prayer-meeting at the Bethel, a stranger (seaman) related the following incident:—"A few months ago he sailed from New Bedford with Mr. ——— as 2d officer of the ship, who had just been married. During the last cruise he (the officer) had been led to break off his sinful practices, and become truly converted. The gospel offer of salvation he had embraced, and he was rejoicing in the hope of pardon and acceptance with God; but his mind was much troubled respecting his wife, whom he had left a thoughtless and irreligious person. Great was his joy, however, on reaching port to find letters awaiting him from home, announcing that she too had embraced the gospel offer of pardon, being among the fruits of the glorious revival which has recently visited the city of ———."

Other facts were also stated at the meeting showing that there are indications of the presence of the Spirit of God among seamen. We earnestly hope additional facts may appear tending to show that God is about to pour out His holy spirit among the seafaring community. O how much a gracious revival is needed on shipboard—a revival that shall change the whole tone and current of thought and feeling—a revival that shall check the tide of sin, and set in motion a tide of holy influences; for this we would urge the friends of seamen to labor and pray. May the time speedily come when hundreds and thousands shall turn unto the Lord, where now only the solitary instance occurs.

THE FRIEND.

NOVEMBER 8, 1858.

The Story of the Cross.

It is no uncommon thing to hear sceptics, and some who would be quite unwilling to be denominated sceptics, speak slightly and scornfully of revivals of religion. Effects and changes which Christians would attribute to a Divine Power or the Holy Spirit's Agency they would trace to sympathy, enthusiasm or fanaticism. Instances of conversion and regeneration sometimes occur which would seem to confound even the most sceptical. Abroad upon the wide ocean sails a ship manned by a company of men, not one of whom makes the least pretension to piety. They are no better or worse, perhaps, than the average of seafaring men, but whatever might be their virtues or their vices, not one lays any claim to being a religious man. Among their number one was found who suddenly becomes arrested in his career, by reading a book showing that man is a sinner, and needs a Saviour. He turns to his Bible; the more he reads, the deeper the conviction seizes upon his mind. He feels condemned, as if summoned before a jury, which pronounces him guilty. While in this state the Lord Jesus Christ comes to him, offers His hand as a friend, and promises pardon upon the gospel terms of repentance and faith. These are accepted. Hope succeeds despair. Joy flows through the mind but recently filled with sorrow and anguish. Weeks elapse ere the vessel reaches port, but they are weeks of happiness and peace such as were never before experienced. The man arrives to tell anew the story of the love of Christ which millions have told before. It is a story ever new and ever fresh, slightly varied by persons of different temperament and education, but still essentially the same, whether told by Wilberforce or Wesley, Edwards or Payson, Luther or the sailor, whose touching story of God's dealings with him far away upon the broad ocean led us to pen these lines. May his pathway be that of the just, shining more and more unto the perfect day.

He Died a Christian.

When visiting ships in the harbor of Honolulu, it is our practice to enquire if any deaths have occurred on board during the late cruise. On visiting the —, the first officer reported the death of a Sandwich Island native, who died Oct. 10th, during the passage of the vessel to this port. We asked the name of the deceased, but only learned that he went by the name of George. We could learn nothing by which he can be identified. Our informant however, added a remark which was full of significance and meaning.

"He died a Christian." This Sandwich Islander, having shipped as a sailor, did not leave his Christianity behind when on ship-board, but conducted in such a manner that in his dying hour his shipmates viewed him as the dying Christian. Would that all seamen, from Christian lands, when they die at sea, might leave a similar testimony to shipmates. The earthly remains of this poor kanaka may sleep in the ocean's depths, but his soul united to Christ, has gone to be forever happy with his Divine Saviour. "He died a Christian,"—No more eloquent eulogy was ever uttered over the grave of a dying mortal. No more honorable epitaph was ever inscribed upon the tombstone of a departed saint. His name may be unknown, and forgotten among men, it may not be found on the ship's papers, but of this we are sure, that it will be found enrolled in the Lamb's Book of life. "Whosoever shall confess me," says our Savior, "before men, will I also confess before my father which is in Heaven."

Hints to Seamen.

Do not fail to write to friends while in port, at least once to your mother.

Calling at the Sailors' Home, you will find pens, ink, and paper.

Be sure and prepay the postage and do not place your letters in the drop box.

If you request your friends to write to the Chaplain's care, direct them to write merely the Chaplain's name on the envelope.

Your most safe course will be to have your letters directed to your ship.

Would not your friends be glad to receive the *Friend* regularly? You need not fear it will be miscarried, if you leave the proper direction.

While in port, just call at the Chaplain's office at the Home, and obtain a supply of reading matter, before going to sea.

Do not fail to attend public worship, every Sabbath, and on such other occasions as places of religious worship are open.

Prayer meeting at the Bethel Wednesday evening, and Sailors' Home Friday evening.

Avoid every evil influence, and practice every virtue.

☞ We would acknowledge a parcel of seeds, including seeds of the Alligator pear, from Flag Officer Long, U. S. S. *Merrimac*. We have passed them over to Dr. Hillebrand, and if these seeds have the principle of vitality remaining there is no doubt it will be developed! Shipmasters and visitors touching at other islands, are requested to bring hither seeds from the various ports where they go.

☞ For oil to burn at Bethel and Reading Room of Sailors' Home, we would acknowledge donations from *Nassau* and *Saratoga*.

Forty-two Wives of Whaling Captains in the Pacific.

A few years ago it was exceedingly rare for a Whaling Captain to be accompanied by his wife and children, but it is now very common. An examination of the list of whalers shows that no less than 42 are now in the Pacific. Just one half that number are now in Honolulu. The happy influence of this goodly number of ladies is apparent to the most careless observer. We hope to witness in years to come, a still larger representation. Formerly ship owners in New Bedford were bitterly opposed to their masters bringing their families with them. The reason of course, was that they feared their ships would not as speedily fill up. We believe the reverse might be shown from actual statistics. As the ships have not all arrived, it is too soon to present facts; at any rate, there are now nine ships now lying in our harbor, with the Captain's wives as passengers, and the average of these ships is over 750, while the *Commercial* gives only 575, as the average catch, for the season so far as ships are reported.

The Missing Boat of the "Indian Chief."

When the loss of the *Indian Chief* occurred in the summer of 1857, in the Arctic, one boat parted from the others, and, as was supposed, all the boat's crew must have perished. This boat separated from the others in the fog, and during the night. At the time of leaving the wreck, it contained seven men. Two of these have arrived in Honolulu, and are now at the Hospital, while the others died and perished by the cold. The survivors are Mr. Thomas Morton, of New London, and a Portuguese. Those who died were William Davis, belonging to Albany, Green Street—he came out in the vessel; his death occurred in October, 1857. The carpenter, name unknown, a Portuguese, a Frenchman and a Chinaman.

The boat did not reach the shore until seven days after the wreck. The survivors wintered among the Indians at Point Hope, on the eastern shore, in lat. 68° 11'. They were on shore eleven months and nineteen days. The brig *Victoria* brought them to Honolulu.

☞ We would respectfully call the attention of those persons, interested in maintaining and supporting the Bethel to the following statement respecting incidental expenses, for the current year 1858:

| | |
|--|-----------------|
| Debt, reported January 1, | \$198 75 |
| Sexton's services, one year, | 120 00 |
| Paid bill for singing books, &c., | 18 50 |
| Lamps, shades, brushes, Wicks, &c., &c. | 10 25 |
| | \$347 50 |

| | |
|--|----------|
| Received and acknowledged in the <i>Friend</i> , | \$148 00 |
| Present debt, | 199 50 |

☞ Donations for support of Bethel very acceptable.

Who will Assist in Gratuitous Distribution of the "Friend?"

Many years experience proves that the *Friend* should be distributed gratuitously among seamen. The proper way to support the paper is by freely giving it away!

The actual cost of 1000 copies, distributed thus, will be \$400; donations for 10 months, \$119 50.

The *Friend* account stands thus:

| | |
|--|----------|
| Received from foreign subscribers | \$202 50 |
| Donations | 119 50 |
| Domestic subscribers and advertising | 109 00 |
| Bills uncollected | 300 00 |

Total, \$731 00

ESTIMATED COST OF THE FRIEND, 1858.

| | |
|-------------------------------------|----------|
| Printer's bill | \$600 00 |
| Printing paper | 249 30 |
| Postage | 36 00 |
| Clerk hire and carrier's fees | 50 00 |
| Boat hire | 25 00 |
| Wrapping paper, twine, &c. | 25 00 |

Total, \$985 30

The average cost of the *Friend* for several years has been about one thousand dollars annually.

If any of our readers think this amount (\$1,000) improperly expended, we ask neither their donations or subscriptions. Let it be understood, the *Friend* does not go abroad *begging* a support; but all who are willing to contribute voluntarily and cheerfully for its perpetuity, their donations and subscriptions will be thankfully received.

We are most happy to welcome the Rev. Messrs. Corwin and McClay as fellow laborers in the gospel ministry. They have been called to occupy vacant pulpits, which we hope they may long and successfully occupy.

Donations

FOR GRATUITOUS DISTRIBUTION OF THE FRIEND.

| | |
|---|--------|
| A shipmaster, | \$5 00 |
| Mr. Heydon, | 5 00 |
| "Merrimac," | 4 00 |
| A friend, | 12 50 |
| Mr. Crocker, ship "Wm. Thompson," | 2 50 |
| A friendly sailor, | 2 50 |
| A friend, | 3 00 |
| Another friend, | 2 50 |
| A friend, | 1 00 |

FOR THE BETHEL.

| | |
|--------------------------------|--------|
| A shipmaster, | \$5 00 |
| Mr. Heydon, Honolulu, | 5 00 |
| A friend, | 12 50 |
| A sailor, | 1 00 |
| A sailor, "Fortune," | 2 00 |
| Mr. T. Mason, "Portena," | 2 00 |
| A friendly sailor, | 2 50 |
| A shipmaster, | 10 00 |

Amusement and Education.

The exuberant strength of boyhood healthfully and rightfully prefers the open field to the close school-room, the athletic sport or joyous dance to the demure and measured walk. A strong mental endowment will, it is true, in most, if not all, cases, evince itself by an element of thoughtfulness in early youth; but it is ever a circumstance of evil omen, boding intellectual disease, when the thoughtfulness of boyhood is of power sufficient to overbear its animal vivacity and sportive strength. One thing, however, is ever to be borne in mind touching amusement and its connection with education; it cannot be the whole, but a part; it must derive its zest from being the unstringing of the bow.

BAYNE.

SOUTH SEA ISLANDERS.—The number of these seamen from the Society, Hervey and other groups, amounts to many scores, who are now in the American whaling fleet. More than one hundred are reported as now in port. The dozen Bibles sent by the Rev. Mr. Gill, and referred to in another column, were distributed the first day they were known to be at the Depository. Many more have since been called for. There has also been a call for hymn-books in the South Sea languages. Should this statement meet the eye of any English missionary, we hope he will forward a supply of Bibles, hymn-books, and other publications.

SAILORS' HOME.—It is highly gratifying to witness the successful career of this institution. This result is manifest in the return of old boarders, and entrance of newly arrived seamen. Under the efficient management of Mrs. Thrum, neatness, quiet, order and cheerfulness pervade the establishment. We are quite confident seamen can have no ground for complaint that they are treated otherwise than with fairness, honesty and justice, when connected with the Home.

We would call the attention of shipmasters to the statement of the Rev. Mr. Gill, of Roratonga, found in another column, respecting the return of South Sea Islanders, shipped on board their vessels.

Letters

For the following persons will be found deposited with the Chaplain:—Harvey R. Phillips, John Fitzpatrick, Andrew Brown, William Jackson, Benjamin Dyer, Josephus Austin, W. G. Jones, James T. Raynor, William H. Cox, Emanuel Wessenbache, William D. Tabee, Augustus H. Stiles, Harry Silva, (formerly in *John & Elizabeth*) Norman E. Shavor, Henry J. Hart, George Clifford or George Clifford Soren, Mark Comstock, George Henderson Lawson, Charles Horace Walter, James Amiraux, Joseph Pray, W. S. McKneel, Edward Sandler, Charles F. Kean, Thomas Sigison Coner, John Waterman Pierce, William Mores, Addison Powell, John A. Cooley, William McLean, Hiram F. Richardson, Peter Fausser, John H. Waterbury, Ambrose H. Bates, Baron Demar, Julius Coppersmith, Sylvester W. Joseph, John B. Holmes, Lewis L. Bright, Gustavus F. Bracy, Thomas H. Gardner, Silas P. Edwards.

INSTALLATION.—On Sunday evening last, the Rev. Eli Corwin, formerly of San Jose, California, was installed as pastor over the Fort Street Church. The services of the evening were as follows:

Invocation and Reading of Scriptures, by Rev. J. Maclay.

Installation Sermon, by Rev. E. G. Beckwith.

Installing Prayer, by Rev. A. Bishop.

Charge to the Pastor, by Rev. R. Armstrong.

Right hand of Fellowship, by Rev. S. C. Damon.

Charge to the People, by Rev. E. W. Clark.

Benediction, by the Pastor.

As there was no service in the other churches, the house was crowded. The Sermon of Mr. Beckwith, and also the various addresses, were very appropriate and were marked with much earnestness; and it is to be hoped, the impression made will not die out with the occasion. The singing by the choir was excellent.—*P. C. Adv.*

HONOR TO WHOM HONOR IS DUE.—It may not be generally known that the world is to no inconsiderable extent indebted to the researches of Lieut. Brooke, of the *Fennimore Cooper*, for the brilliant scientific achievement narrated in our columns this morning. Lieut. Brooke is the inventor of the deep sea sounding line, through the medium of which the bottom of the Atlantic had been thoroughly sounded and explored. Had it not been for this invention, it is probable that the idea of bringing the old and new hemispheres into almost instantaneous communication by means of the magnetic wire would now have been realized. Lieut. Brooke is now in command of the *Fennimore Cooper*, and is to sail in a few days for Japan on an exploring expedition.—*Exchange.*

Human Sacrifice to Mars.

We regret to announce that another native was killed when the salute was fired from Punch Bowl on the 6th inst. We would feelingly suggest that the great Powers, sending their war-ships to the Pacific, excuse the Hawaiian Government from returning salutes. At least one native annually is sacrificed to Mars. Ringing church-bells would be equally expressive and less destructive—and *less expensive*.

The duties of the police officers are very onerous, and often exceedingly trying; we regret to see their duties increased, and the city in disorder upon the Sabbath, by the partial opening of the liquor shops. Do not the laws demand that they should be closed from 10 o'clock Saturday evening, until daylight on Monday morning? The evil is increasing, and unless the executive officers of government take the matter in hand, it will become greater still.

H. B. M.'s sloop *Calypso* returned on the 6th, from a cruise about the islands, having visited Kauai, Hawaii and Maui.

VICTORIA'S VISIT TO FRANCE.—Well, it seems, says the New York *Courier and Enquirer*, that Victoria and Napoleon are to meet again. If mutual visiting cement the Alliance, there is little danger it will be broken. It was in 1855 that the French Emperor first received those cheering manifestations of partiality. The *ci-devant* exile in King Street then responded to his first invitation to Windsor. He had his grand state reception on Monday, his grand military review on Tuesday, his grand installation of the garter on Wednesday, his grand ovation at Guildhall on Thursday, his grand Crystal Palace visit and Birmingham Palace concert on Friday, and his grand departure from the island on Saturday. The next year the Queen crossed the Channel, and there were quite as grand doings at the Tuilleries. The year after, the Emperor again pays his compliments to the Queen at Osborne; and now, this year, the Queen again ventures over the water to show her confidence and regard for the Emperor at Cherbourg. The *entente cordiale* seems to be in a fair way. These royal meetings are a new thing under the sun. Louis Philippe was the first monarch in all French history who made a royal visit to England, and that visit was never either returned or repeated. The Citizen King always professed to entertain good-will towards England, but the ancient jealousy and discord between the two nations showed itself through the whole of his reign. Of course it is not to be supposed that Louis Napoleon himself is personally any more in favor with the Court of St. James than any of his predecessors. It is State policy alone that dictates the extraordinary courtesies.

PRaisEWORTHY.—A mechanic by the name of Charles Holmes, while engaged recently in getting out timbers for the Lihue Church on Kauai, had two of his fingers cut off and his hand otherwise badly mangled by a circular saw. The people of the neighborhood immediately subscribed the sum of \$120 for his relief, and purchased with it a home-stand for him, the deed for which has just been recorded at the Registry Office. Such acts of benevolence are a lasting tribute of praise to any community, native or foreign.—*P. C. Adv.*

Wise men make more opportunities than they find.

MARINE JOURNAL.

PORT OF HONOLULU, S. I.

ARRIVALS.

- Oct. 14—Am merchant ship Mountain Wave, Harding, 146 days from Boston.
- 14—Hanov bark Harburg, Graefenhaim, 168 ds fm Bremen.
- 14—Brit bark Portena, McGowan, 142 days from Liverpool.
- 14—Am wh ship Erie, Jernegan, from Lahaina, off and on, sailed again same day.
- 14—Am wh ship Tahmaroo, Robinson, from Lahaina, off and on; sailed again same day.
- 15—Am wh ship Abraham Barker, Slocum, from the Arctic, off and on, 450 wh, 4000 bone.
- 15—Am wh ship Marengo, Skinner, from Lahaina, off and on; sailed again on the 16th for New Zealand.
- 15—Am wh ship Addison, Lawrence, from the Arctic, 700 wh, 1000 bone.
- 15—Am wh ship Majestic, Chester, (late Macomber) from the Arctic, 150 wh, 2000 bone.
- 15—Haw wh brig Victoria, Fish, from the Arctic, clean; 1000 bone by trading.
- 15—Am wh ship Braganza, Jackson, from the Arctic, 500 wh, 5000 bone.
- 16—Am wh ship William & Henry, Grinnell, from Lahaina, off and on, 550 this season; sailed again same day.
- 17—Am wh ship Benjamin Tucker, Barber, from the Arctic, 400 wh, 2000 bone.
- 17—Am wh ship Benjamin Morgan, Sisson, from Kodiak and Bristol Bay via Kealakekua, 400 wh.
- 18—Am wh ship William Thompson, Childs, from Arctic.
- 18—Am wh ship Arnolda, Sarvent, from Arctic via Hilo, 450 wh, 4500 bone.
- 19—Am wh brig Agate, Lawton, from Arctic, 470 bris oil, 22,000 lbs ivory, 19,000 lbs bone, 1200 skins.
- 19—Am merchant ship Harriet & Jessie, Gray, 152 days fm New Bedford via Talcahuano, with merchandise to R. Coady & Co.
- 20—Am merchant bark Alexander, Bush, 162 days from New London, with mds to C. A. Williams & Co.
- 20—Am bark Yankee, Smith, 11 days from San Francisco.
- 21—Am wh ship Sheffield, Green, from Ochotsk, 900 wh, 10,000 bone, season.
- 22—Am wh sh Brutus, Henry, fm Ochotsk, 1700 wh, 20,000 bone, season.
- 22—Am bark Frances Henrietta, Drew, from Ochotsk, 1700 wh, 18000 bone, season.
- 22—Am wh ship Josephine, Allen, from Ochotsk, 1200 wh, 13,000 bone, season.
- 23—Am wh ship E. F. Mason, Smith, from Arctic, 1000 wh, 14,000 bone, season.
- 23—Am wh ship Trident, Taber, from the Arctic, 1200 wh, 16,000 bone, season.
- 23—Am wh ship Scotland, Weeks, from Ochotsk, 900 wh, 12,000 bone, season.
- 24—Am wh ship Jireh Perry, Cannon, from Ochotsk, 700 wh, 10,000 bone, season.
- 24—Am wh bark Kingfisher, Palmer, from Ochotsk, 60 sp, 1,050 wh, season.
- 26—Am clipper ship Europa, Robertson 12 days from San Francisco; sailed same day for Shanghai.
- 26—Am wh ship Emily Morgan, Chase, fm Japan, 700 sp.
- 27—Am wh ship Nassau, Murdock, fm Arctic, 800 wh, 12,000 bone.
- 28—Bark Warren, Huntley, 3d season, from Ochotsk, 700 wh, 12,000 bone.
- 28—Ship Gideon Howland, Williams, 1st season, 85 sp, 750 wh, 10,000 bone.
- 28—Bark Rambler, Willis, 2d season, from Ochotsk, 200 wh, 2500 bone.
- 28—Ship Barnstable, Fisher, 3d season, from Ochotsk, 40 sp, 320 wh, 3,500 bone.
- 28—Ship Sarah, Swift, 3d season, 40 sp, 560 wh, 7000 bone.
- 28—Bark Fortune, Anderson, 2d season, 1100 wh, 15,000 bone.
- 29—Ship Minerva, Crowell, 2d season, from Ochotsk, 550 wh, 8000 bone.
- 29—Ship Morea, Manchester, 2d season, from Ochotsk, 600 sp, 400 wh, 3900 bone.
- 29—Ship Tybee, Freeman, 2d season, from Arctic, 1000 wh, 16,000 bone.
- 29—Ship John & Elizabeth, Lester, 2d season, from Ochotsk, 1,200 wh, 12,000 bone.
- 29—Ship Thomas Dickason, Plaskett, 2d season, from Ochotsk, 1000 wh, 14,000 bone.
- 29—Bark Oscar, Landers, 1st season, from Ochotsk, 600 wh, 8000 bone.
- 29—Ship C. W. Morgan, Fisher, 2d season, 110 sp, 600 wh, 8000 bone.
- 30—Ship Emerald, Halleck, of Sag Harbor, 3d season, from Arctic, 500 wh, 8,600 bone.
- 30—Ship Vineyard, Caswell, 2d season, fm Ochotsk, 60 sp, 550 wh, 7000 bone.
- 30—H. I. M.'s corvette Eurydice, Pichon, from Hilo.
- 30—Haw brig Hawaii, Schimmelfeng, from Ochotsk, 400 wh, 4000 bone.
- 30—Ship Kutusoff, Wing, from Ochotsk, 2d season, 600 wh, 6000 bone.
- 31—Ship Northern Light, Chapell, 3d season, from Ochotsk via Hilo, 1,250 wh, 15,000 bone.
- 31—Bark Harmony, Austin, of Honolulu, from Arctic, 1250 wh, 20,000 bone.
- 31—Bark Sharon, King, 2d season, from Ochotsk, 115 sp, 300 wh, 4000 bone.
- 31—Ship Adeline, Tabor, 2d season, from Ochotsk, 180 sp, 500 wh, 8000 bone.
- 31—Haw brig Kauai, Mammen, 15 sp, 1000 wh, 13,000 bn, season.
- Nov. 1—Haw brig Antilla, Molde, from the Arctic, 200 wh, 7000 bone, season.
- 1—Bark Robert Morrison, Tilton, from Ochotsk, 1st season, 75 sp, 703 wh, 11,000 bone.
- 2—French ship Jason, Hache, from Kealakekua, 400 wh, 4000 bone, season.

Nov 3—Ship Silver Cloud, Coggeshall, 2d season, from Ochotsk, via Hilo, 650 wh, 8000 bone.

DEPARTURES.

- Oct. 14—Haw wh bark Cynthia, Sherman, to cruise.
- 14—Am brig. Josephine, Stone, for Jarvis Island.
- 15—Am wh ship Speedwell, Gibbs, to cruise.
- 15—H. I. M.'s corvette Eurydice, Pichon, on a cruise to the windward.
- 18—Am wh sh Adeline Gibbs, Withington, to cruise.
- 20—Am wh ship Saratoga, Slocum, to cruise.
- 19—Am clipper ship Mary Robinson, Harding, for Jarvis Island.
- 19—Wh ship Caroline, Gifford, for New Zealand.
- 20—Fr ship Nil, Grandsaigne, to cruise.
- 23—U. S. steam-frigate Merrimac, Long, for Acapulco.
- 24—Am ship Metacom, Hinds, for New Zealand.
- 26—Am wh ship James Maury, Curry, for New Zealand and home.
- 26—Am bark Sarah Sheaf, Loper, for N. Z. and home.
- 27—Am bark Fanny Major, Paty, for San Francisco.
- 27—Am bark Young Greek, Taylor, for San Francisco.
- 30—Br bark Portena, McGowan, for Shanghai.
- Nov. 3—Ship Jason, Hache, for Straits of San Juan de Fuca.
- 3—Ship William Thompson, Childs, to cruise.
- 1—Ship Wm. C. Nye, Sowle, to cruise and home.
- 2—Ship Ben. Tucker, Barber, to cruise and home.
- 2—Ship Braganza, Jackson, to cruise and home.
- 2—Bark Metropolis, Comstock, for coast of California.
- 2—Bark South America, Gifford, to cruise and home.

MEMORANDA.

[From the Marine Report of the P. C. Advertiser.]

¶ The *Norman*, at Lahaina, reports the following sperm whalers on Japan:—Aug 15, Emily Morgan, Chase, 15 bris; Belle, Brown, 250; E. L. B. Jenny, Marsh, 500; United States, Woodward, 600; Sea Breeze, Jones, 650; Hope, Gifford, 290.

¶ Ship *Wm. Thompson* took her first right whale this season off Cape Bhering July 14. From the 12th to the 20th took the balance off Cape Lisburne. Left the sea of Kamtschatka Oct 1, at which time the weather was blowy, and no whales. Was in the ice on the East shore from May 10 to July 4. This was off Cape Romanoff. Was perfectly ice-locked, and drifting at the mercy of the current and the bergs. Would not advise ships to try that passage in endeavoring to get North early in the season.

¶ Ship, *Japan*, Diman, from Cape Lisburne, reports:—Passed out Bhering Straits Sept 11, and 172d Passage Sept 20. Sept 27, lat. 38 N., long. 167 W., experienced a furious gale of wind from N. N. E., shifting suddenly twice during the time to S. E. and S. 24th, spoke ship Motezuma, from Bristol Bay, 450 bris—she reports bark N. S. Perkins, one whale, and Florida, 700 bris. The ships this season in the Arctic fell in with the whales near Cape Lisburne 20 miles from shore, about the 7th of August, altogether about 30 ships, and followed them north to icy Cape. We have spoken and heard from the following ships:—Sept 1st, bark Baltic, 1000; Omega, 5 whales; Oahu, 2 do; George & Mary, 5 do; Helen Mar, 5 do; Aug 25, Java, 600 wh.

¶ Report of ship *Abram Barker*, Slocum, spoke and heard from:—Aug 15, Adeline, 3 whales, 300 bris; Rapid, 4 wh, 150 bris; Silver Cloud, 1 wh, 120 bris; Sept 1st, Lagoda, 3 wh, 400 bris; King Fisher, 800 bris; L. O. Richmond, 1 wh, 50 bris; Aug 20, Olympia, 3 wh, 200 bris; Scotland, 9 wh, 700 bris; Superior, clean; 15th, Midas, 6 wh, 600 bris; John Wells, 3 wh, 200 bris; Levi Starbuck, 3 wh, 250 bris; 20th, Minerva, 5 wh, 450 bris; Empire, 5 wh, 450; 2d, Euphrates, clean; 25th, Maria Theresa, clean; 15th, Roman, clean; Sept 1, St. George, 260 bris; Parachute, 1200 bris; Eliza Adams, 3 wh, 500 bris; Francis Henrietta, 1200 bris; 15th, Hillman, 4 wh, 300 bris; Aug 18, Cicero, clean; Sept 1st, Rebecca Simms, 190 bris; Sharon, clean; America, 1 wh, 100 bris; Gambia, clean; Antelope, 30 bris; Amazon, clean; Rajah, 25 bris; Aug 15, Thos. Nye, 500 bris; Gideon Howland, 3 wh, 200 bris; Sept 1, Reindeer, 1000 bris; Aug 20, Helen Snow, 50 bris; Massachusetts, 3 wh, 150 bris; Robert Morrison, 4 wh, 200 bris.

The bark *Messenger Bird*, 412 tons, six years old, has been sold for \$16,000.

The clipper schooner *Sea Witch*, of New London, 110 tons, built in New London in 1854, has been sold for \$5000, cash. She is to be employed in the fruit trade between San Francisco and the Society Islands.

Capt. Murdock, of the *Nassau*, reports:—September 20, ship Omega, 10 whales; Goethe, 4 do; 28th, bark Fortune, 10 do; 10th, Emerald, Halleck, 2 do—passed the latter 18th, bound to the South. May 25th, took from St. Paul's Island, Capt. Morrel, the doctor and two boat's crews of wrecked ship *Napoleon III*.

The following is the report of Captain H. J. Green, of ship *Sheffield*, from the Ochotsk:—August 12, Montauk, French, 500 wh; 16th, Splendid, Pierson, 700 wh; Monmouth, Ormsby, 250 wh; 27th, Hawaii, Schimmelfeng, 5 whales; 28th, Maria Theresa, Coop, 150 wh, going to winter in Ochotsk; Sept 1, Chandler Price, Holcomb, 500 wh; Kauai, Mammen, 900 wh; Reindeer, Ashley, 750 wh, spoke him Sept 30, bound out of 50th passage, since previous report 1 whale; Daniel Wood, Morrison, 700 wh; Gideon Howland, Williams, 400 wh; Milton, Halsey, 750 wh; Sarah, Swift, 4 whales; Gambia, Merrit, 6 whales; Superior, Wood, clean; 11th, Walter Scott, Collins, clean; 5th, Vineyard, Caswell, 350 wh; Hibernia, Andrews, clean; 22d, Parachute, Cory, 1350 wh; 18th, Hibernia 2d, Edwards, 500 wh; Midas, 250; Kutusoff, Wing, 650 wh; Roman, Dehart, 3 California grays; Faith, Wood, 150 wh; 20th, Oregon, Tobey, 700 wh.

Capt. Drew, of the *Frances Henrietta*, left the Ochotsk Sept. 12. Ran down to the Islands without reefing a topsail—the weather very beautiful. Reports the following ships seen and heard from, from the 1st to the 12th September:—Rapid 10 wh, Daniel Wood 12 do, Navy 13 do, Minerva 11 do, China 13 do, South Seaman 27 do, Bowditch 23 do, Charles Phelps 1000 bris, Vernon 400, Italy 8 whales, Adeline 350 bris, Louisa 600, Robert Morrison 700 and 80 sp, Olympia 7 whales, Condor 500 bris, Midas 250, John Wells 300, Massachusetts, Green, 400, Barnstable 9 whales, Nimrod 500 bris, Corea 700. Heard that

the Condor lost a man by sickness—John Wells lost one man by the capsizing of a boat; the Louisa had a man killed and the captain injured by the bursting of a gun fired for the boats in a fog; Rapid lost a boat and boats' crew by desertion, in the vicinity of S.W. Bay; Ville de Rennes had a man killed by a bear; South Seaman lost two men by the capsizing of a boat; Merrimac lost five men by sickness.

Capt. Henry, of ship *Brutus*, from the Ochotsk sends the following report of ships spoken in that sea during the first part of September:—Merrimac, 1600 wh, Navy 800, Daniel Wood 800, Cincinnati 600, Minerva 500, Montauk 800, Rambler 200, Euphrates clean, Rapid 400, Phoenix 250, Ocean Wave 500, Delaware 500, Alice Frazer 450, Fanny 500, Roman 600, Empire 400, Silver Cloud 400, Lexington 700, Wavelet 600, Benjamin Rush 250, Covington 150, Arctic 800. Had been a good deal among the ice, but sustained no damage beyond loss of copper. Left S.W. Bay Sept. 25.

The bark *Kingfisher*. Capt. Palmer, reports the following ships in the Arctic later than previous reports:—August 26, Levi Starbuck, Jernegan, 400 bris; Dover, Jeffrey, 600; Hobomok, Marchant, 700; Sept 9, Massachusetts, Chatfield, 650; 22d, Lagoda, Willard, 600; Antelope, Potter, 250; 20th, Reindeer, Ashley, 900; Hibernia, Edwards, 500, gone to Hakodadi and New Zealand direct.

Ship *Scotland*, Weeks, left the 49th passage Oct. 1. On the 4th of April, three Weeks before entering the sea, the cooper, William Wright, of New Bedford, aged 50 years, was killed by a sperm whale, has two daughters residing in New Bedford. The *Scotland* experienced very severe weather in the Ochotsk, with constant fogs.

Ship *Eliza F. Mason* left the Arctic July 18, on account of scarcity of whales. Left the Ochotsk Oct 6. Reports spoken and heard from Sept. 25, bark St. George, 250 bris, Ohio 500, Kingfisher 1000, Reindeer 1100.

Ship *Governor Troup*, reports a very bad season on the Ochotsk—from the 1st of June to the 1st of August, constant fogs. Left the Straits Oct. 4. Reports Sept. 20, Sharon 400 bris, Silver Cloud 600; Oct. 1, Rebecca Simms 400, Hibernia, Edwards, 500.

The *Josephine* left the sea Oct. 3d. January 1st, 1858, a seaman named Samuel Durfee died of ship fever, as did a Portuguese, name unknown. At the same time nearly all hands were down with the same complaint. In Saghalin Gulf, ran ashore in thick weather and lay there 24 hours, but got off without damage. The *Josephine* reports the Adeline 300, Minerva 500.

The *Jireh Perry* reports:—Came through the Straits Oct 5. Spoke and heard from the following ships: Sept 10, Wolga, Crowell, 450 bris; John Wells, Woodbridge, 400; Rambler, Willis, 200; Wavelet, Swain, 500; 23th, Navy, Wood, 850; Robert Morrison, Tilton, 700; passed St. George, but did not speak her; Oct. 1, Dover, Jeffrey, 600; Brighton, Tucker, 300. The Ochotsk whales were small this season, but fat.

The *Trident*, from Arctic, brings no later reports than those by the *Wm. Thompson*. A native of Society Islands died one week before getting into port. Left Cape East Sept 10. Did not get a chance to strike a whale from the 1st of May to the 6th of August, and on the 6th of Sept. took the last whale. The whales averaged 100 bris each.

Sailed from New Bedford, Aug 25, ship *California*, West, for North Pacific.

¶ The *Agate* reports the following ships in the Arctic later than those reported by previous arrivals:—Bark Black Warrior, July 18, 1 whale, Aug 29, 2 whales; Emerald, July 8, clean; ship E. F. Mason, July 20, 1 whale, Aug 1, 3 whales; bark Emerald, July 1, 3 devil-fish, Aug 25, 2 whales and 9 devil-fish; bark Java, July 20, 1 whale; ship Nassau, Aug 20, clean; brig Waitua, July 25, clean, Aug 29, 3 whales; bg Antilla, July 28, Aug 10, 1 whale, (200 bris); Milo, Aug 29, 7 whales.

¶ Ship *Benjamin Tucker* took the first right whale in sight of Cape Lisburne, in about lat. 68° N., long. 18° 30' W.; from the neighborhood of St. Lawrence Bay to Cape East took the remainder of her whales. In taking the first whale had a boat stove, and a man named Corydon Grow got foul of the line and was taken down and drowned. He was about 18 years old, a native of Waterbury, Vermont.

¶ Capt Sarvent, of ship *Arnolda*, from St. Paul's Island 450 wh, 4,500 bone, sends up a report from Hilo, but most of the vessels have arrived already.

¶ The sperm oil reported in our last issue as taken by ship *Marcia*, was caught in lat. 33° 34' N., and long. 147° 40' W. The four whales taken stowed down 123 barrels. Capt. Billings reports that he saw sperm whales three times on the passage from Cook's Inlet to these Islands.

¶ Report of ship *Addison*, Lawrence, from Arctic, 700 wh, 10,000 bone:—Sept 2, Emerald, Halleck, 2 whales; 1st, Nassau, Murdock, 4 do; Black Warrior, Brown, 2 do; Tybee, Freeman, 7 do; John & Elizabeth, Lester, 8 do. Whales average this season in the Arctic about 100 barrels each, though in some cases less.

¶ Ship *Robert Morrison*, Capt. Tilton, reports that on the 18th October, in lat. 45° N., experienced a very severe gale, in which she lost three boats, bulwarks, sideboards, &c.; also had much of her copper torn off by the ice. The gale commenced from the southward and veered to S.W.

Capt. Jernegan, of ship *Levi Starbuck*, from Ochotsk, reports as follows:—Sept 11, ship Charles Phelps, Eldridge, 1200 bris; bark Florence, Coop, 200; Chandler Price, Holcomb, 300; Vernon, Bumpus, 600; Splendid, Pierson, 800; Gambia, Merritt, 400; Maria Theresa, Coop, 300; Dover, Jeffrey, 700; Benjamin Rush, Wyatt, 250; Tenedos, King, 600; Tempest, Allen, 500.

Bark *Harmony*, Austin, fell in with whales in Kamtschatka Sea early in May, took the first whale on the 14th, lat. 60° 26', long. 170° 32' E. Passed the Straits, bound north, July 5. Left the Arctic Sea on the 26th Sept. Have received some damage from the ice in loss of cutwater, &c. During September, saw numbers of California greys heading south.

Since our last issue, we have received from late arrivals the following additional reports of ships spoken and heard from in the Ochotsk:—Sept 22, Carolina, Harding, 600 bris; Isabella, Lyon, 900; China, Thompson, 1200; 25th, Cowper, Dean, 900; Hobomok, Marchant, 700; 27th, Alice Frazer, Newell, 600; Amazon, Eldridge, 250; John Wells, Woodbridge, 800; Nimrod Howes, 500; Ocean Wave, Baker, 600; Rapid, West, 500; Oct 1, Baltic, Bronson, 900; 23d, spoken near the Islands, Oregon Tobey, and Wavelet, Swain, 700, both bound to Hilo.

Capt. Chappel, of *Northern Light*, reports loss of a native belonging to Hilo, by the name of Mikalena, who, on the night of 18th Oct., and only four days sail of home, went into the fore channels and fell overboard accidentally, and was drowned.

Capt. Coggeshall, of ship *Silver Cloud*, reports—Sept. 16, ship Newburyport, Crandall, 1300; Merrimac, Long, variously reported at 1500 and 1900; 27th, ship Chas. Phelps, Eldridge, 1200.

Ship *Emerald*, Halleck, of Sag Harbor, entered the Arctic July 1; saw no whales till about 25th Aug., off Cape Lisburne; took four whales. Spoke Rebecca Simms, Oct 23, bound to Hilo. 300 bris, from Ochotsk. Left the East Cape Sept 23. Saw a great many whales on the 14th Sept coming south out of the Arctic. Weather was very stormy in all September. If we had had good weather, we could have taken 1000 bris.

The *Wavet*, Swain, at Hilo, from the Ochotsk, reports having experienced a terrific gale Sept 18. In lat. about 45° N., long. 165° W. The wind veered from the S.E. to N.W., with a tremendous sea on. While scudding before it, the wheel ropes parted, and the ship broached to, and was thrown on her beam ends, the lee rail being under water. After securing the wheel, got all hands in the fore rigging, when she paid off and righted, with the loss of one boat. We note that from the reports of a number of ships which were in this gale, that its force was much the greatest to the southward of lat. 48°. In the center of the gale, Capt. Tilton, who lost several boats, etc., found the barometer at 29.

PORT OF LAHAINA.

ARRIVALS.

- Oct. 13—General D'Hautpoul, Darmandarita, of Havre, 80 sp, 900 wh, 12,000 bone, from Arctic.
 16—Mocetzuma, Tinker, of N B, 60 sp, 300 wh, 1800 bone, from Kodiack.
 16—Norman, Ray, of Nan, 130 sp, from Japan.
 16—General Teste, Le Mercier, of Havre, nothing this season, from Kodiack.
 16—Montreal, Soule, of N B, from Arctic reports nothing.
 16—Henry Taber, Ewer, of N B, 200 sp.
 18—Dromo, May, of N L, 30 wh, from Arctic.
 18—Chris Mitchell, Manchester, of N B, 500 wh, 5000 bn.
 20—Anglo Saxon, Manter, 15 days from San Francisco.
 22—Bark Paulina, Steen, from Arctic, 530 wh, 8000 bone.
 23—Bark Hercules, Ahearn, from Arctic, 1000 wh, 14,000 bone.
 23—Ship Milo, Sowle, from Arctic, 100 wh, 16,000 bone.
 23—Ship Helen Snow, Nye, from Ochotsk, 450 wh, 5000 bn.
 23—Helen Mar, Worth, from Arctic, 850 wh, 12,000 bone.
 23—Wm. Rotch, Ellison, fm Arctic, 85 sp, 220 wh, 2000 bn.
 23—Three brothers, Cleveland, fm Ochotsk, 1000 wh, 11,000 bone.
 25—Prudent, Hamilton, from Japan and Ochotsk, 25 sp, 750 wh, 7000 bone.
 25—Thomas Nye, Holly, from Ochotsk, 850 wh, 8000 bon.
 25—Manche, Lemercier, from Arctic, 160 wh, 1500 bona.
 25—Bark United States, Woodward, from Japan, 200 sp.
 25—Hillman, Little, from Ochotsk, 250 wh, 3000 bone.
 25—Ohio, Barrett, from Ochotsk, 400 wh, 3500 bone.
 26—Bark Lark, Perkins, from Kodiack, 260 wh.
 29—Ship Adeline, Taber, from Ochotsk, 260 wh, 3000 bone.
 29—Ship Sharon, King, from Ochotsk, 300 wh, 4000 bone.
 30—Bark Vigilant, McCleave, from Ochotsk, 400 wh, 5000 bone.
 30—Bark Dromo, Cole, from Ochotsk, 350 wh, 4000 bone.
 30—Ship Milton, Halsey, from Ochotsk, 1100 wh, 11000 bn.
 30—Ship Levi Starbuck, Jernegan, fm Ochotsk, 800 wh, 7000 bn.
 30—Bark Superior, Wood, from Ochotsk, 300 wh, 8000 bn.

DEPARTURES.

- Oct. 9—Neva, Hand, for New Zealand.
 11—Marengo, Skinner, for New Zealand and home.
 12—Tahmaroo, Robinson, for New Zealand.
 12—Eric, Jernegan, for New Zealand.
 15—William & Henry, for New Zealand.
 26—Gen. D'Hautpoul, Darmandarita, for New Zealand.
 27—Marcia, Billings, for New Zealand.
 28—Norman, Ray, for New Zealand.
 28—Gen. Teste, Beregaux, for New Zealand.
 28—Henry Taber, Ewer, from New Zealand.
 30—Christopher Mitchell, Manchester, for New Zealand.
 30—Manche, Lemercier, for New Zealand.
 30—Sharon, King, for Honolulu.
 30—Adeline, Taber, for Honolulu.
 30—Gen. D'Hautpoul, Darmandarita, to cruise and home.

PORT OF HILO, H. I.

ARRIVALS.

- Oct. 23—Ship Northern Light, Chapel, fm Och. 1250 wh, 14,000 bone.
 23—Reindeer, Ashley, from Ochotsk, 800 wh, 12,000 bone.
 23—St. George, Pease, from Ochotsk, 240 wh, 2,500 bone.
 25—American, Pease, from Ochotsk, 200 wh, 2000 bone.
 25—Roman 2d, Dehart, from Ochotsk, 50 wh.
 26—Emerald, Pierce, from Arctic, 800 wh, 10,000 bone.

[Verbally we hear that the following ships had arrived at Hilo Oct 31:—Lagoda, 550 bris, Wavet 799, Dover 600, Oregon, Rebecca Simms, Eliza Adams, and L. C. Richmond, but do not learn what they hail.]

DEPARTURES.

- Oct. 28—Ship Northern Light, Chapel, for Honolulu.

MARRIED.

In Honolulu, Oct 24, at the Catholic Church, by the Right Rev Bishop Maigret, Mr. EDWARD ROLLES, a native of Hamburg, to Miss MARY PLUNKETT, a native of Ireland.

PASSENGERS.

From SAN FRANCISCO—per Emma, Oct 14—Mr Mills, William Park, John Smith, John Corwin, M. McNery.
 From BREMEN—per Harburg, Oct 14—Paul Zsenberg, Adolph Capelle.

From New BEDFORD—per Harriet & Jessie, Oct 20—Capt W J Gray, Mrs A A Gray, Chas W Gray, Josephine Gray, Miss Emily Cutts, Mr Richmond, Mrs L L Gray and child.

From SAN FRANCISCO—per Yankee, Oct 20—Rev Eli Corwin, wife and 2 children, Rev John McClay, wife and 2 children, Mrs G Harris and 2 children, Mrs W S Huggison and child, Miss S E Hall, Miss M E Ladd, J C Merrill, L C Hanks, John McColgan, George Gage, Master Hugh Curry, N P Leach. California Minstrels—J A Morio, Chas E Hamilton, Lew Rattler, Joe Murphy, Tim Darling, Pete Sterling, E H Ellis. Six in the steerage.

For SAN FRANCISCO—per Fanny Major, Oct 27—Mrs Nichols, Mrs Paterson, E P Stoddard, Jas Tobin, O F Gehricke, wife and 4 children, D Rodrick, Joseph Thomas.

For SAN FRANCISCO—per Young Greek, Oct 27—A M Goddard, Mr Enos, Capt Morel.

PLACES OF WORSHIP.

SEAMEN'S BETHEL—Rev. S. C. Damon Chaplain—King street, near the Sailors' Home. Preaching on Sundays at 11 A. M. and 7½ P. M. Seats free. Sabbath School after the morning services.

FORT STREET CHURCH—Corner of Fort and Beretania sts., Rev. E. Corwin, Pastor. Preaching on Sundays at 11 A. M. and 7½ P. M. Sabbath School meets at 10 A. M.

METHODIST CHURCH—Nuuanu avenue, corner of Tutui street—Rev. John McClay, Pastor. Preaching on Sundays at 11 A. M., and 7½ P. M.

KING'S CHAPEL—King street, above the Palace—Rev. E. W. Clark Pastor. Services, in Hawaiian every Sunday at 9½ A. M. and 3 P. M.

SMITH'S CHURCH—Beretania street, near Nuuanu street—Rev. Lowell Smith Pastor. Services, in Hawaiian, every Sunday at 10 A. M. and 2½ P. M.

CATHOLIC CHURCH—Fort street, near Beretania—under the charge of Rt. Rev. Bishop Maigret, assisted by Abbe Modeste. Services every Sunday at 10 A. M. and 2 P. M.

DIED.

Drowned, by the capsizing of a boat belonging to the *Oscar*, in August last, JAMES TYLER, blacksmith, supposed to belong to Springfield, Mass.

In Honolulu June 12, Mrs. JULIA ANN REDWOOD, aged 15 years, wife of Mr. Henry Redwood, 4th officer of *Tybee*.

Aug. 23d, in S. W. Bay, killed by a whale, JOHN GRACIO, boatsteerer of bark Kingfisher.

On the passage from the Ochotsk Sea to the Islands, Sept. 15 on board ship "Minerva," WILLIAM PRENTISS, first officer of the ship, of consumption, after an illness of six weeks, aged 33 years. The deceased was an estimable man, and much respected by all who knew him. He was a brother of Mrs. J. E. Stivers.

On board ship "Tybee," Sept. 22, CHAS. H. PAGE, of consumption, a native of Montreal, Canada, aged 23 years. Also about the same date, GEORGE, a native of the island of Hawaii.

Lost overboard from ship *St. George*, of New Bedford, October 26, 1857, in the Atlantic, lat. 20° N., long. 25° W., HENRY MOORE. He fell from the fore-top-gallant yard, and was not seen afterwards.

October 29, 1857, between 7 and 8 o'clock, P. M., a Portuguese, named AMANCIA DE FREITAS, was missing from the same vessel, supposed to have jumped overboard, the ship being between the Islands of San Antonio and Fogo at the time.

In Shantar Bay, July 30, 1858, on board ship *Thomas Dickson*, GEORGE SMITH, Boatsteerer, aged 30 years, a native of Bravo, Cape de Verde Islands.

On board same ship, in Southwest Bay, August 29, 1858, JACK, a native of the Sandwich Islands.

Lost from same ship, October 16, 1858, from the fore-top-sail yard, in a heavy gale of wind, while trying to "stop" the sail, STEPHEN D. HIDE, of New London, aged 23 years, Boatsteerer.

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On the first day of September of each year, after 1858, the accounts will be made up, and interest on all sums that shall have remained on deposit three months or more, and unpaid, will be credited to the depositors, and from that date form part of the principal.

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Honolulu, August 14, 1858. 112-4f

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To the Owners, and Persons interested in Whaleships in the Pacific Ocean.

OFFICE OF THE PANAMA RAIL-ROAD COMPANY, } NEW YORK, July 20, 1857.

The Panama Rail-Road Company takes this method of informing those interested in the Whaling business, of the advantages offered by the Railroad across the Isthmus of Panama, for the shipment of Oil from the Pacific to the United States, and for sending outfits and supplies from the United States to Panama.

The Railroad has been in regular and successful operation for more than two years, and its capacity for the transportation of every description of merchandise, including Oil, Provisions, &c., has been fully tested. The attention of several Captains of whaleships has recently been turned to the subject of shipping their oil from Panama to New York during the present season, and the Panama Rail-Road Company has made arrangements to afford every facility which may be required for the accomplishment of this important object. A Pier, 450 feet long, has been built in the bay of Panama, to the end of which Freight Cars are run to receive cargoes from lighters or vessels lying alongside, and deliver the same alongside of vessels at Aspinwall. Vessels of from 200 to 300 tons can lie at the Pier with safety, grounding in the mud at low water.

The vessels to and from Aspinwall are fast-sailing brigs, belonging to the Rail-Road Company, and the Company is prepared to receive oil at Panama and deliver it in New York under **through Bills of Lading** at the rate of seven cents per gallon, if received at the Pier, and eight cents per gallon if received in the harbor from ship's tackles, charging for the capacity of the casks, without allowing for wantage. For whalebone, one and one-half cents per pound. This charge covers every expense from Panama to New York, in case the oil is sent through the Superintendent or Commercial Agent of the Panama Rail-Road Company, insurance excepted. The freights may be made payable on the Isthmus or in New York at the option of the shipper.

The vessels of the Company sail regularly semi-monthly, and the average passages to and from Aspinwall are about twenty to twenty-five days. The time occupied in crossing the Isthmus is four hours. Oil, during its transit across the Isthmus, will be covered with canvas, or conveyed in covered cars, and owners may be assured that every care will be taken to prevent leakage. Several cargoes have already been conveyed to New York with out the slightest loss.

Oil or other goods consigned for transportation to the Superintendent of the Panama Rail-Road Company, or to **William Nelson**, Commercial Agent of the Company at Panama, will be received and forwarded with the greatest despatch.

Frederic L. Hanks has been appointed Agent at Honolulu, Sandwich Islands, and is prepared to furnish every requisite information to shippers.

JOS. F. JOY, Secretary

FREDERIC L. HANKS, Agent Panama R. R. Co., Honolulu S. I.

64-12m

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IMPORTERS AND WHOLESALE AND RETAIL
DEALERS IN

GENERAL MERCHANDISE,
At the oldstand, corner of King and School streets,
near the large Stone Church. Also, at the Store
formerly occupied by C. H. Nicholson, in King street,
opposite the Seamen's Chapel.
Agents for Jayne's Medicines.

B. PITMAN,
DEALER IN
GENERAL MERCHANDISE, AND
HAWAIIAN PRODUCE.
BYRON'S BAY, HILO, HAWAII, S. I.
All Stores required by whale ships and others,
supplied on reasonable terms, and at the shortest
notice.

WANTED—Exchange on the United States and
Europe. Oct. 2, 1854.

SHIPS' ACCOUNTS.
MASTERS OF WHALE SHIPS, who desire assist-
ance in the making up of their accounts, will
please call on the undersigned, who will give his im-
mediate attention to business entrusted to him. Of-
fice at the "Sailors' Home."
8-tf **GEO. WILLIAMS, Accountant.**

NOTICE.
THE SUBSCRIBER respectfully offers his services
in the adjustment of accounts, collection of bills,
etc. Mortgages, Leases, Bills of Sale, Agreements
and other instruments, drawn with accuracy and
dispatch, and on moderate terms. Office at the
"Sailors' Home."
8-tf **GEO. WILLIAMS.**

SHIPPING OFFICE.
THE UNDERSIGNED having taken the office at-
tached to the "Sailors' Home," will procure
officers and men for whaling and other vessels, at
short notice, and will endeavor to give satisfaction to
all who may favor him with their business.
GEORGE WILLIAMS,
Licensed Shipping Agent.
Honolulu, Sept. 1, 1858. 8-tf

ADVERTISEMENT.



MRS. THURM MANAGER.

THE HOUSE IS NOW OPEN FOR THE AC-
commodation of Seamen. Board and Lodging
will be furnished on the most reasonable terms. Sea-
men may rest assured that no efforts will be spared
to furnish them a comfortable home during their stay
in port. Boarders accommodated by the week or
single meals.

In connection with the Sailors' Home is a Shipping
Office, where applications from Captains requiring
Seamen will be punctually attended to.

Board and Lodging for Seamen, per week, - \$5 00
Private Table, for Officers, per week, - - \$6 00

Apply for Board at the office, in the dining-
room.
Honolulu, May, 1857. 5-tf

"THE FRIEND" SENT ABROAD.

OUR LIST OF FOREIGN SUBSCRIBERS has been
increasing for several years, and is now larger
than ever before. We should rejoice to have it be-
come so large that the Friend might become a self-
supporting paper, and the necessity removed of call-
ing for donations. When that time arrives, our
patrons may be sure they will not find us appealing
for funds.

The Friend will be sent to any part of the United
States, and the Hawaiian and United States postage
prepaid, or included, for \$2 50.

Any sailor subscribing for the paper to for-
ward to his friends, will receive a bound volume for
the last year gratis.

\$5 For Three Years.

For \$5, the publisher will send the paper
(POSTAGE INCLUDED) for one year, and furnish a
bound volume for 1856, together with all the numbers
for the current year. This liberal offer includes a
subscription of the Friend for THREE YEARS.

Bound volumes for sale at the Chaplain's
Study and Depository, at the Sailors' Home. A de-
duction will be made to those purchasing several
volumes, and always furnished to seamen at cost
price.

** We desire to call the special attention of all
masters, officers and seamen to the importance of
doing their part towards sustaining this paper. It
was never intended to make the paper a money-mak-
ing concern. The publisher prints 1,000 copies of
each number for gratuitous distribution among sea-
men visiting Honolulu, Lahaina and Hilo. This rule
has been practiced for more than ten years, and
hence the paper has become so generally circulated
among seamen in all parts of the Pacific. tf

BIBLE, BOOK AND TRACT DEPOSITORY
SAILOR'S HOME, HONOLULU.

BIBLES, BOOKS AND TRACTS, in the English,
French, Portuguese, German, Welsh, Swed-
ish and Spanish languages. These books are offered
for sale, at cost prices, by the Hawaiian Bible and
Tract Societies, but furnished
GRATUITOUSLY TO SEAMEN.

Also, Office of *The Friend*, bound volumes for
sale. Subscriptions received.

N. B.—Seamen belonging to vessels lying "off
and on," will be supplied with books and papers, by
calling at the Depository, from 12 to 3 o'clock P. M.
S. C. DAMON,
Seamen's Chaplain,

NAVIGATION TAUGHT.

NAVIGATION, in all its branches, taught by the
Subscriber. The writer likewise begs to in-
timate that he will give instruction to a limited
number of pupils in English reading and grammar,
geography, writing, arithmetic, &c. Residence, cot-
tage at the back of Mr. Love's house, Nuuanu-street
DANIEL SMITH.

Honolulu, March 26, 1857.

ADVERTISEMENT.

INFORMATION WANTED.

RESPECTING AUGUSTUS H. STILES, of North
Adams, Mass. Two years ago he was on board
bark *Stella*, but no intelligence has been obtained
respecting him since last September. Should he visit
the Islands during the ensuing fall, he is requested
to communicate with the Seamen's Chaplain, in Ho-
nolulu.

ALSO,

Respecting **GEORGE CLIFFORD SOREN.** He
left home as cabin boy on board bark *Mary Frances*,
Captain Smith, of Warren, R. I. Subsequently he
sailed with Captain Cleaveland, of the *Julian*. It is
supposed that he is now an officer under the name of
"George Clifford," on board some American whale
ship.

ALSO,

Respecting **DAVID M. SELLECK**, of Chicago, Ill.
Should this young man have his attention arrested
by this notice, he is requested to communicate with
the Hon. D. L. Gregg, of Honolulu.

ALSO,

Respecting **ALFRED NICKOLS**, who was discharged
December, 1856, from bark *United States*, and ship-
ped again on board the *Chandler Price*, bound to
New Bedford. He is supposed to be on board some
whale ship in the Pacific. Should he visit Honolulu
during the coming fall, he is earnestly requested to
call upon the Seamen's Chaplain, or write to his
friends, Eden street, Kingston-on-Thames, England.

ALSO,

Respecting **WM. S. HAVENS**, who is known to
have jumped overboard from the *Good Return*, on
her passage from Honolulu to Kauai, last of March,
1856.

ALSO,

Respecting **JOHN B. METTLER**, of Hartford, Ct.
In 1854 he left home on board the bark *United*
States. He was subsequently shipped by the Ameri-
can Consul in Honolulu, on board the *Eugenie*, but
left the vessel. Since that time his friends have no
intelligence respecting his whereabouts. He is re-
quested to communicate with his friends or the Sea-
men's Chaplain in Honolulu.

ALSO,

Respecting **EDMOND A. FAHNESTOCK**, of La-
fayette, Indiana. He is supposed to be upon the
Silver Cloud, Captain Coggeshall.

ALSO,

Respecting **OSCAR H. DAIN**, of Demont, Cook co.,
Ill. He is reported to have been left sick in Hono-
lulu, and subsequently settled upon the Islands. He
is requested to communicate with his friends, or Dr.
Judd, in Honolulu. 8-tf

INFORMATION WANTED

RESPECTING JOHN BALDWIN, an Englishman,
reported to have lived upon the Sandwich Isl-
ands. He left England in 1819. Probably some of
the old residents may have been acquainted with said
person, if he ever resided upon Oahu, or any island
of the group. Any information will be thankfully
received if communicated to Consul-General Miller,
or the Editor of the *Friend*. tf

WANTED.

A YOUNG MAN, who has been engaged for the
last five years as Salesman in one of the largest
wholesale houses in the city of Philadelphia, desires
a situation in this city. Apply to the Editor of the
"Friend," Post Office.

MASTS OF ALL SIZES.

FOR SALE BY **H. HACKFELD & CO.**
36-tf

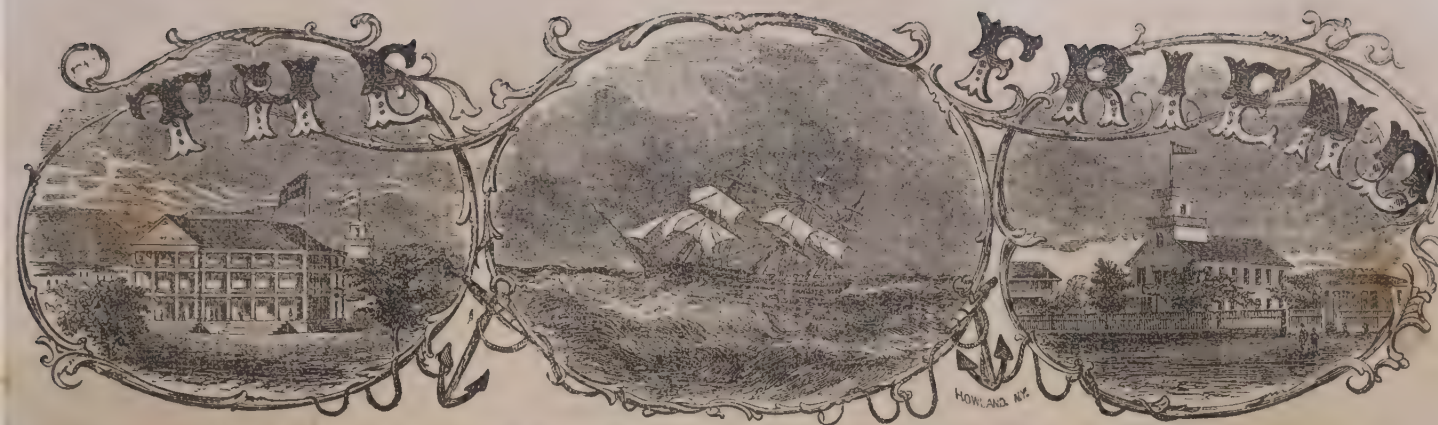
THE FRIEND:

A MONTHLY JOURNAL, DEVOTED TO TEM-
PERANCE, SEAMEN, MARINE AND
GENERAL INTELLIGENCE,

PUBLISHED AND EDITED BY
SAMUEL C. DAMON.

TERMS:

One copy, per annum, - - - \$2.00
Two copies, " - - - 3.00
Five copies, " - - - 5.00



New Series, Vol. 8 No. 12.}

HONOLULU, DECEMBER 4, 1858.

{Old Series, Vol. 15,

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THE FRIEND.

DECEMBER 4, 1858.

Close of Volume XV.

WE can hardly realize that another year is drawing to a close. "Time flies" at a rapid speed. The sentiment of the Apostle James is emphatically true—"For what is your life? It is even a vapor that appeareth for a little time, and then vanisheth away." Would that all our readers, in contemplating the flight of time, the uncertainty of life, the rapid changes upon life's stage, and the certainty of our hastening to our final account, might draw an inference as practical as that of the same Apostle—"Therefore to him that knoweth to do good, and doeth it not, to him it is sin." Reader, not only shall we be held responsible for actual transgressions, but for our omissions, or short comings, or neglect of duty. Read the parable of the rich man and Lazarus. No heinous crime—no flagrant sin—no gross immorality—no act of detestable meanness is laid to his charge by our Savior, but it is simply said that, "a certain beggar named Lazarus was laid at his gate." The rich man may not have driven him away, and it is not stated that he even knew the beggar was there. Ah, but he *should* have known—he should have been informed. The rich man was guilty of gross neglect, and, for that neglect, read his doom, in the language of the compassionate Savior. Reader, be up and doing. Life is short. The close of life may come ere the year 1858 closes upon you. Help the unfortunate. Do what you can to relieve the sufferings and woes of your fellow men. If, upon reflection, you have left undone any duty which may now be performed, delay not to perform it before the year 1858 shall close.

It is highly gratifying to witness certain improvements being made by Mr. Wood, Superintendent of Public Works, and Mr. Harding, Road Supervisor. With their limited resources of money and labor, they are accomplishing wonders. The tide of improvements having commenced rising, we hope it will not ebb until two other improvements are accomplished;

1. A side-walk up Nuuanu Valley. Its necessity is manifest, and the great convenience it would afford to the public, equestrians and pedestrians, buggy drivers, milk-carts, draymen, gentlemen, and last, but not least, the ladies, words would fail adequately to set forth.

2. Public fountains or places in different parts of the town where any one, king, stranger, sailor, peasant, foreigner, native, or any one else, might walk up and drink a cup of pure mountain water, thanking the God of Nature and the Hawaiian government. With a very small expenditure, say \$200, a half dozen or more taps might be made to the water pipes, and the demands of the public would be met. In all cities where there are water pipes furnishing reservoir water, there are conveniences such as we would recommend. The expense would be very trifling and the convenience very great. The small quantity of water allowed to escape would affect but little the supply for the shipping and city. Indeed, we hear of no complaints about a want of water.

NOTICE TO SEAMEN.—The Chaplain will usually be found at the Depository every forenoon. The large number of ships in port, and the numerous calls upon the Chaplain, have prevented him from visiting the ships as they have arrived. Seamen will be supplied with reading matter by calling at the Depository.

HONOLULU SUBSCRIBERS.—The amount of your subscriptions for the past year, please pay the carrier on the presentation of a bill *receipted*. No bills have, as yet, been presented for the year 1858.

HONOLULU LYCEUM.—Thursday evening, the 2d instant, J. W. Austin, Esq., delivered a lecture before the Honolulu Lyceum, upon the Life and Character of Sir Walter Raleigh. It was a well written and well delivered lecture. The audience appeared both interested and delighted. So vividly were the scenes of the 16th century presented, that we, for the moment, forgot that our lot was cast upon this speck in mid-Pacific, and mid-19th century. We heartily wish the Lyceum may call forth the lecture-talent of our numerous professional and literary gentlemen. Certainly, a monthly lecture would be well attended. Come, ye Honoluluans, let us have a course of lectures, and a series of musical concerts, thereby raise some money wherewith to build a Hall for Public Lectures, &c. The Home is nearly out of debt—the "Stranger's Friend Society," "Mechanic Benefit Society," and "Odd Fellows" have money at interest—has not the time come for a Public Hall?

Any persons having money in their hands belonging to the *Friend*, will please forward the same, as the publisher desires to settle with the printer before a new year or new volume commences.

"THE SEAMEN'S FRIEND"—is the name of a new monthly sheet of eight pages, about the size of our paper, and published by the American Seamen's Friend Society in New York city.

RELIGIOUS NOTICE.—By invitation of the survivors of the wrecked bark *Rajah*, the Chaplain will preach a Funeral Sermon, on Sabbath evening, Dec. 5th, at the Bethel.

Any shipmasters, bound either to the Marquesas or Micronesia, will confer a favor by reporting the time of their sailing at the Post Office.

"Give us your fist," said a kanaka boat-boy to a lady, when he would assist her to a seat in his boat.

Thoughts for the Thoughtful.

"To measure life learn thou betimes, to know,
Toward solid good what leads the nearest way;
For other things mild Heaven ordains
And disapproves that care, though wise in show,
That with superfluous burden loads the day,
And when God sends a cheerful hour, refrains."

MILTON.

I was much pleased the other day with a remark I met with in reading, "that perhaps the great evil of our day is the so apparent feeling in all classes that *to work*, to be incessantly employed, is the great duty, almost the great end of life," enforced by a quotation from Aristotle, to the effect that "the end of labor is to have leisure." It is perhaps to be expected that merely and meanly selfish men, wholly engrossed in the pursuit of gain, or of some low object of selfish ambition, should follow it so closely as to dwarf their souls as they often injure their bodies. But it sometimes makes a thoughtful man feel sad to see men who appreciate soul culture and know the rational ends of living—and not only these, but large numbers of really sincere Christians who truly desire to live for the health and salvation of their souls, getting themselves so beset with cares, so haunted with the demon of "unfinished business," that their thoughts and sympathies can no more escape from the dark shade its presence gives their lives than a satellite from the influence of its planet. All spontaneous vitality is repressed, and after a time killed. There is no *flow* of thought or feeling in the soul. The same person who, before the cares of maturity pressed upon, and, by his own cowardice, slew him, would have found food for pleasant meditation perhaps for hours in a work of art, or enjoyed with eager zest the mutual intercourse and innocent pleasures of social life—after a few years finds in himself no corresponding chord to answer to these and the thousand other voices by which his Maker, through nature and through humanity ever strives to enlarge and quicken his soul's life. He thinks perhaps that "the world has grown dead and dry," when it is only himself who has dried up from sheer neglect or wilful refusal to allow his faculties time to feed upon the fitting food which Heaven has everywhere provided for them. Perhaps, if a religious man, in his devotion to business whether secular or other, he has deemed himself actuated by the best of motives. "Time is a talent." "Every moment of life ought to be improved." "Do good alway"—and much more to the same effect he has said to himself—all as true as the Bible; and so he has marked out his time into little circles of duties, and has conscientiously striven to fill them all, saying constantly to himself "now I must discharge this duty—and now this;" but he has forgotten one great duty that he owes to his own soul, and has entirely neglected to put down for each day an hour

or two *in which to forget that he has any duties*—when his mind may run free from care, in quiet meditation or in undisturbed pursuit of some favorite soul-expanding study—an hour or two during which he may throw up the windows of his soul and let the light and the air of God's infinite universe of thought penetrate it till the little circle of his own petty life, and the everlasting "my duty" and "my this and that" vanish before the presence of something greater than all to which that pronoun can be applied; so keeping his powers of wonder and admiration, and perchance adoration, alive and fresh, and with them are unforced and spontaneous cheerfulness, humility and simplicity, as different from the sham articles forced on under "a sense of duty" as a living body is from a galvanized corpse. His very Sabbaths are marked out too often with the same great oversight, and so month after month passes without the soul's obtaining a glimpse of God's works and ways free from the consciousness of the importance of its own works, its view being constantly darkened by its own shadow. Methinks we make here a woeful mistake, and, indeed, commit a great sin, for which we can make no better excuse than the one He made for his murderers, and which, perchance He may make for us, soul-murderers as we are—"They know not what they do." We have, in these latter days, come to have some notion of the importance of physical health, and are learning to regard its preservation as a great religious duty. When shall we begin to have some notion of what constitutes *psychical* health—or the health of the soul—and to feel that its preservation is as much more a duty, as the soul is worthier than the body. Doubtless, many good people if asked why it is a duty to preserve the health of the body would answer, "because we can so work longer in the world—and God placed us here to work." Now good people, if I read the Scriptures rightly, God did *not* place us here *to work*—he placed us here *to grow*—and he gave us sound bodies (originally, whatever we may have made of them since) that they might be organs for *healthy souls*—and with those organs the souls might develop into something like fitness of spirit and fitness of mind for union unto and communion with Him. That with a sense of their own weakness and impotence to free themselves from an evil and self-seeking spirit they might boldly and freely depend, with constant supplication, on Him for a spirit of love and good-will to be in them—a fountain of life to head and heart; and that they might read and interpret His Word uttered to them in all nature and human life, and in the structure of their own souls; growing in knowledge as in grace, in order to be prepared in the next *Aeon* of existence to worship, apprehend, praise and serve Him more worthily,

and free from the distractions of evil—to *repose* in a still more rapid growth. He does demand of us *growth of soul*, and so far as we distort, or maim, or cripple that growth, we defraud Him. Now *soul* certainly does not consist merely in the moral sense the appreciation of holiness and the contrary, or conscience, though this be its pith and heart, any more than the human body consists of brain and spinal marrow—but in Milton's definition of

"Fancy and understanding, whence the soul
Reason receives, and Reason is her being,
Discursive or intuitive."

all the faculties, memory, the rational imagination, the discursive reason—all the intellectual powers and energies as well as the feelings and affections belong to the essence of the soul, and its health requires a symmetrical development and spontaneous life and activity in all. How, good people, shall we retain or attain it where hardly a free and spontaneous impulse of heart or mind is permitted? One would think that we expected at death to slough over our souls with our bodies, and come out free from all the consequences of our mental mis-development here below. I can find in Scripture no warrant for any such thought. We may be forgiven, and we may find peace and joy, and satisfaction according to our measure, and it nevertheless be true that we shall know that it is our own fault, and a great sin, that that measure is so small, and our power of apprehending works and ways so little.

But it is said, perhaps, "there is so much in the world *to do*, and so little time to do it in; how can we pause for quiet meditation or the easy indulgence of natural feeling and affection—we must keep doing." Dear sirs is this your world, or God's? True, He has given you a portion of it take care of—but do you think He gave you any more than He knew you could take care of well? Do you suppose that when He gave you that portion that by the experience gained therein your souls might grow into fitness for worship and communion with Him, He meant you to so absorb yourself in the work as to lose the object of it, to not even gain experience. For mere suffering, the passage of events, is no *experience*—that only comes from the meditation upon consideration of events which makes the soul *expert*. What experience can a fool have for instance? Again, how can you do your work well when you are day by day dulling and spoiling its instrument, *i.e.* yourself. You, perhaps, cannot see when you fall short, when Heaven sees, and a future retrospect will show you most lamentable results in the souls of all around you from your having been over "cumbered with much serving." Can you tell the effect for instance on the minds of your children, produced by the absence of a little genial and natural flow

of thought or spirits which the constant pressure of the day's duties has repressed, and no careless hour has brought to life again? Or, can you calculate the effect on them of a casual remark, or reproof, or remonstrance, which, had your own mind been a little more sensible of how spontaneous all life must be that is life at all, you would never have made? No! our only safety is in not defrauding our own souls of that free and fitting meditation and recreation which their health requires—and time so spent is wisely spent. Some people seem to be afraid to trust their souls out into the open air without peeping out of the door to watch them—to feel as if to turn their minds loose for a few minutes to gambol at will was giving them up to the Evil One. "Oh ye of little faith," you can trust your Maker's guard during the repose of the body—but not during the equally necessary repose of the soul! You can pray daily for the indwelling of His Spirit, and yet not be able to trust Him and His promises to preserve you from evil for an hour! When shall we learn that our spiritual safety lies not in resolving and struggling, but in simply loving and *trusting*. Let us remember that though we leave our mortal bodies behind us at death, we take our souls with us just as they are—and that while wisdom bids us "learn to measure life," and not so much live to work, as work to live—our Maker desires from us souls not dwarfed, or distorted, or paralyzed in any of their faculties of thought or feeling by the discipline of His providence here; but souls quickened, enriched and enlivened in all their powers of rational activity and enjoyment into a fitness for the most joyous and intelligent worship and service of which He made them capable; souls which that discipline has *cultivated*, not *crushed*.

Could we bear this more constantly in mind, and starve our souls somewhat less in consequence, methinks we should find in even this mortal life far more of a "sacred and home-felt delight," a "sober certainty of waking bliss" than now. Q.

Swearing.

The following *waif*, which we find uncredited in an exchange, would seem to be from a female pen. It is a shame that the best things said by the best writers are thus stolen and hawked about by everybody, without a scruple of conscience:

"Our National Disgrace.—Is there any country besides our own, where the Almighty is so often called upon to send to perdition the souls of those who offend each other? Everywhere, that horrid imprecation, so familiar that it is unnecessary to shock you by writing it, meets the pained ear. I say pained, because I, for one, cannot abhor it less on account of its frequency, or consider it less disgusting because filtered through aristocratic lips. Everywhere it pursues me; in crowded streets, in omnibuses, and, I am sorry to say,

in retirements which should afford a refuge from the disgusting habit.

"From old men, whose toothless lips mumble it almost inarticulately, from those who would resent to the death any question of their claim to the title of gentlemen; from young men, glorious else, in the strength and vigor of youth; and sadder still, from little children, who have caught the trick, and bandy curses at their sports. An oath from a child's lips! One would as soon expect a thunderbolt from out of the heart of a rose. And yet there are those who deliberately teach little children to swear, and think it sport, when the rosy lips, with childish grace, lisp the demoniac lesson.

"An oath from a woman's lips! With shuddering horror we shrink away, and ask what bitter wrong, suffering and despair, man has doomed her to drink deep to the dregs, ere she could so belie her womanhood.

"One lovely moonlight night, I was returning late from the opera, with a gentleman friend; the delicious tones I had heard still floating through my charmed brain. Suddenly, from out a dark angle in a building we passed, issued a woman, old, not in years, but in misery, for her long brown hair curtained a face whose beauty had been its direst curse. To my dying day, I shall never forget the horrid oaths of that wretched woman, as she faced the moonlight and me. Perhaps I had evoked some vision of happier days, when she, too, had a protecting arm to lean upon; sure I am, could she have read my heart, she would not have cursed me. Oh, the dreadful reckoning to be required at the hands of him who defaced this temple of the living God, and left it a shapeless, blackened ruin!"

THE FOOT OF A HORSE.—The human hand has often been taken to illustrate Divine wisdom—and very well. But have you ever examined your horse's foot? It is hardly less curious, in its way. Its parts are somewhat complicated, yet their design is simple and obvious. The hoof is not, as it appears to the careless eye a mere solid lump of insensible bone, fastened to the leg by a joint. It is made up of a series of thin layers, or leaves of horn, about five hundred in number, nicely fitted to each other, and forming a lining to the foot itself. Then there are as many more layers belonging to what is called the "coffin bone," and fitted into this. These are elastic. Take a quire of paper, and insert the leaves, one by one, into those of another quire, and you will get some idea of the arrangement of these several layers. Now the weight of the horse rests on as many elastic springs as there are layers in his four feet—about four thousand—and all this is contrived, not only for the easy conveyance of the horse's own body, but of human bodies, and whatever burdens may be laid upon him.—*American Agriculturist*.

☞ A religious life is not a thing which spends itself. It is like a river which widens continually, and is never so broad or so deep as at its mouth, where it rolls into the ocean of eternity.

☞ It was the saying of Sir Robert Peel: "I never knew a man to escape failure either in body or mind, who worked seven days in the week."

SORROW ON THE SEA.—The iron steamship *Austria*, from Hamburg, having on board freight, mostly of silks and velvets, valued at \$850,000, and about 600 persons, mainly Germans, emigrating to America, caught fire Sept. 13, from culpable negligence in fuming the steerage with burning tar, and was totally destroyed, only 89 of those on board being saved. The loss of life is greater than has occurred in any previous disaster to ocean steamers, through the panic and overpowering terror that prevailed, although it was furnished with ample means for rescuing most on board. The *Austria* is the eleventh ocean steamer that has been lost since the Atlantic steamships began to run in 1838. Those lost are the following: the *President*, with 130 lives; *Arctic*, with 300; *Pacific*, with 240; *San Francisco*, with 160; *Central America*, with 387; *Independence*, with 140; *Yankee Blade*, with 75; *City of Glasgow*, with 420; *Tempest*, with 150; *Lyonnais*, with 160; and the *Austria*, with 511—making a total of 2,673 lives that have been lost, while the value of the vessels and cargoes is estimated at \$10,500,000. The *President*, *Pacific*, *City of Glasgow*, and *Tempest* were never heard from; the *Arctic*, *San Francisco*, and *Central America* foundered; the *Independence* and *Yankee Blade* were wrecked; and the *Lyonnais* was sunk by a collision.

THE CRYSTAL PALACE DESTROYED.—This beautiful and costly edifice of iron and glass, erected in 1853 in the upper part of the city of New York for the Exhibition of the Industry of all Nations, was totally destroyed by fire, Oct. 5. So rapid was the spread of the flames, that in fifteen minutes from the time the fire was discovered, the large and beautiful dome, a striking land-mark from every approach to the city, fell, completing the work of destruction. There were in the building a number of valuable works of statuary and art, retained since the World's Fair. The thirteenth annual exhibition of the American Institute was also in progress, in which there was a large and valuable collection of objects of art and industry, nearly all of which were destroyed.

PROVIDENTIAL CARE OF THE WALDENSES.—During a cruel persecution of the Waldenses by the Church of Rome, Oliver Cromwell called for a collection in Great Britain to relieve their necessities. This was so heartily responded to that after their wants were met, a surplus remained in the British treasury, which it was agreed by the Government should be set apart for the support of the Waldenses pastors, it not being needed for the original purpose. Each of their sixteen pastors accordingly receives £40 annually from the Bank of England. Another part of their support comes from the confiscation of property belonging to the Church of Rome which Napoleon made over to them. After Napoleon's overthrow this arrangement was permitted to remain undisturbed, and in consequence each of the pastors receives £20 a year; thus having £60, or \$300 a year provided for them in this singular way.

☞ The first religious newspaper issued was the *Herald of Gospel Liberty*, which was published by Elisha Smith, in Portsmouth, N. H., in 1808.

THE FRIEND.

DECEMBER 4, 1858.

Fourth Annual Report of the Honolulu Sailors' Home.

Presented Thursday evening, Nov. 25th, 1858.

The Executive Committee of the Honolulu Sailors' Home Society would offer the following report of the Society's proceedings during the past year, being the fourth since its organization.

The Treasurer has presented the state of the Society's financial condition, and the amount of money which has been raised to carry forward the Society's operations. We are most happy to learn that a much smaller debt now rests upon the institution than at any former period since it was opened for boarders. It may almost be said, that the Home is out of debt, for the sum of \$359 is small indeed, compared with the large amount (\$16,083 06) which has been raised since the autumn of 1854. In order to render the building habitable, the trustees in 1856 incurred a debt of \$1,714 38. Besides making some outlays, the Trustees reduced that debt to \$874 63 one year ago. During the past year, a still further reduction has been made, so that now but \$359 is the debt to be liquidated.

This healthy state of our finances has not been attained without considerable exertion on the part of the Trustees. About the 1st of last February, it appeared that a special effort should be made to meet certain liabilities incurred by Mr. Thrum, the Manager of the Establishment. Hoping that the profits of the Shipping Office would have been sufficient to have carried forward the Home, and left a balance, he felt encouraged to erect a Shipping Office, and make other outlays which would really render the Home more convenient and useful. Having been disappointed, the Trustees assumed the debt, but being unwilling to add it to the already existing debt, they came forward and generously subscribed about \$500, to which was added other subscriptions, all amounting to \$638. This sum has been paid to Mr. Thrum. We consider this *extra* subscription as one of the surest pledges of confidence in the success of the Home which has ever been made.

This was the good and immediate result; it retained Mr. Thrum's family in the establishment—Mrs. Thrum consenting to take the boarding department of the concern entirely upon her own responsibility. The profits arising from the boarding of seamen fell far short of being sufficient to remunerate Mr. Thrum, when, as a Ship-Carpenter, he can command his four or five dollars per day.

These facts, in connection with others

which might be stated, already show that it is no easy matter to manage the "Home." It is no money-making concern for the manager, although to the boarders themselves it may be, and doubtless is, a money-saving establishment. Considering the accommodations, and quality of food liberally furnished for the tables, it is unquestionably the very best and cheapest boarding-house ever opened in Honolulu for officers and seamen. Past experience shows that unless the utmost vigilance is exercised, and the strictest economy practised, it would be utterly impossible for the Manager to spread so generous a table, and provide so bountifully for the inmates of the Home. Really, the only complaint that we have heard uttered against the Home during the past season has been, that "Mother Thrum puts too much sweetening in her tea." It is much to be hoped that the good woman will feel encouraged to continue her connection with the establishment. If the pecuniary emolument is not sufficient to induce her to remain, it is to be hoped a higher motive operates upon her mind. We make the statement most advisedly, and knowing whereof we affirm, that whatever good the Home, directly or indirectly, may have accomplished, has been mainly owing to the self-sacrificing and self-denying, unwearied and burdensome labors of Mr. Thrum's family—but especially of Mrs. Thrum. The sailor never found a truer friend than the present Manager, and we are most happy in the belief that she enjoys the confidence of seamen generally. Under her efficient management there is going forth an influence from the Home most benign and happy. Perhaps we may be mistaken, but it is our honest conviction that a female manager should always be at the head of the establishment, if one of the proper qualifications can be found. A sailor will listen to the advice and counsels of a Christian and motherly woman, when his ears would be deaf to the advice and counsels of one of his own sex. In this conviction, we cannot but regret that the low state of our Society's finances will not allow us to recommend the payment of a salary to Mrs. Thrum for her useful and important labors among seamen. We are quite sure no individual in Honolulu, or elsewhere in the Pacific, is laboring more directly, conscientiously, or beneficially for the elevation and comfort of seamen while on shore.

As the usefulness of the Home becomes more and more apparent, we are glad to witness a gradual crumbling away and disappearing of those many foolish and unfounded prejudices which were heard and urged as the walls of the house were seen to go up. More than one in those days was heard to say, "I'll not give anything to build a home for sailors—but if you'll build a good prison, here is my subscription." Such ill-natured

remarks are now seldom, if ever, heard. This has been a great conquest. Some wished well to the cause, but confidently asserted it would never succeed. Sailors, they said, never would patronize the establishments. Facts have proved the contrary. We do not look upon the Home as able to remedy all the evils under which a large seaport town labors, but we do strenuously maintain that our Home, and the influence which it directly and indirectly has executed, have remedied many of the evils which formerly existed in Honolulu. We claim that the Home, through the high-toned and commanding influence of its Board of Trustees, has furnished a few simple laws and regulations for shipping and discharging seamen, which may be regarded as model laws. A few years ago a shipmaster was annoyed almost to desperation in shipping a crew—but now it is a most simple matter, and, comparatively devoid of trouble. Shipping officers are under heavy bonds to act justly and fairly. The sailor is amply protected from imposition. His "pass" protects him from fraud. The Shipmaster is fully indemnified if his men are not forthcoming at the appointed time. To the credit of the Port of Honolulu, let it be published, the sailor and the shipmaster are both treated fairly and honorably. The disgraceful scenes which were formerly to be witnessed when a crew went on board, are among the things that were! Such disgraceful transactions as we read of as occurring in other ports are not to be witnessed in Honolulu. While many evils still remain to be corrected, we are not forgetful of the blessings which now abound, and which have been produced by the erection and maintenance of the Home. All is not accomplished that we still hope to see achieved. The enemy is not dead, neither has he left our shores. He is here in our midst, and the friends of the sailor and the Home must be awake, vigilant and active, or the ground already gained will be again in the enemy's possession.

In conclusion, the Committee would merely add that, the Reading Room, Library, and Depository, connected with the Home, have been open, and contributing their share to the sailor's welfare. Not only boarders, but the sailor boarding elsewhere, or an inmate of the Hospital, is essentially benefitted by the establishment. They resort there to read the news, write letters home, and obtain a supply of reading matter before going to sea.

Hoping that the Home may continue in its career of usefulness, and enjoy the patronage and support of both seamen and landmen, the undersigned would respectfully submit the foregoing report.

S. C. DAMON,
J. T. WATERHOUSE,
H. J. H. HOLDSWORTH,
Ex. Com. H. S. H. Soc.

It always affords us much more delight to praise than censure public officials, and especially those connected with the police. We should be doing great injustice to our feelings did we not bestow more than a passing notice upon the increased efficiency of the Hawaiian police, mainly attributable, we understand, to the present Prefect. We would not undervalue the services of the other persons belonging to the police corps. To be a good police officer, in Honolulu, is no sinecure berth, if the incumbent does his duty. Indications of greater efficiency appear in the general quiet of the town, (evenings and upon the Sabbath,) the few police arrests, and small amount of business at the Police Court. We would assure Marshal, Prefect, and police officers generally, that they will have the support, approbation and sympathy of all worthy and respectable citizens, provided they do their duty promptly and efficiently, enforcing laws and punishing offenders. The influence upon the character of the port, and good accomplished, will be very great. We heard an old shipmaster, commander of a large clipper in port, say that he had not visited so orderly and quiet a port as Honolulu for twenty years. His men go and come evenings, work efficiently during the day, and conduct as sailors should. We have heard less grumbling this year among shipmasters respecting the disorders among their seamen than ever before. We shall call attention to this subject in a future number, for it is of great importance, in order to induce whale ships to visit our ports.

"It is an ill wind that blows no one any good"—but who ever heard that burning poor oil produced a supply of good oil? A few Sabbath evenings since, the Bethel lamps burnt dim, and the Sexton protested that the fault was not on his part. The next day, Captain Chapell, of the *Northern Light*, kindly forwarded a barrel of excellent oil, that is a most acceptable gift.

BOTH HORSES KILLED.—Two kanaka boys met a few evenings since on horseback, riding at full speed along the Nuuanu road. Both horses were killed instantly. The boys fled, and the bodies of the horses remained in the road.

INSTALLATION.—On Thursday, Nov. 18, the Rev. A. O. Forbes was installed as Pastor over the native church at Molokai. The services of the occasion were as follows:

Invocation, Reading the Scriptures and Prayer, by Rev. Wm. O. Baldwin of Hana, Maui.

Sermon by Rev. J. F. Pogue of Lahainaluna.

Installing Prayer by Rev. L. Andrews of Honolulu.

Right Hand of Fellowship, by Rev. C. B. Andrews of Lahainaluna.

Charge to the Pastor, by Rev. Wm. P. Alexander of Wailuku, Maui.

Charge to the People, by Rev. D. Baldwin, M. D., of Lahaina, Maui.

Benediction, by the Pastor.

The occasion was one of interest to the people of Molokai.

Fourth Anniversary of the Hon. Sailors' Home Society.

We copy from the *Polynesian* of the 27th, a notice of the Fourth Anniversary of the Sailors' Home Society. Since that meeting, the Trustees have held a meeting, at the Reading Room of the Home, on the 29th ult., for the choice of officers. The following were elected for the coming year:

Hon. G. M. ROBERTSON, President.

S. N. CASTLE, Esq., Vice President.

Dr. J. MOTT SMITH, Secretary.

C. R. BISHOP, Treasurer,

S. C. DAMON,

H. J. H. HOLDSWORTH,

J. T. WATREHOUSE,

Executive Committee.

The following Resolutions were unanimously passed:

Resolved, That the cordial thanks of the Trustees be tendered to the Amateur Musical Society, and all others engaged in the late Concert, for their services on that occasion.

Resolved, That the above be published in the papers of the town.

The Trustees remember, also, that while they are indebted to the Amateur Society for a musical treat, which has given unusual satisfaction, their thanks are due also to Mrs. Wm. C. Parke, and to the Trustees of the Fort Street Church.

J. MOTT SMITH,
Secretary.

A CARD.—The Chaplain takes pleasure in acknowledging the sum of sixty dollars (\$60) from the wives of shipmasters for the purpose of re-carpeting the Bethel. Also, the sum of ninety dollars (\$90) from shipmasters, whose names were attached to a paper, with the following heading:

"Learning that the ladies have subscribed to re-carpet the Bethel, the shipmasters propose to purchase a new chandelier, by subscribing the sums opposite their names."

Donations.

In the last *Friend*, Nov. 8th, a debt of \$199 50 was reported upon the Bethel, which will be essentially reduced by the following free will offerings:

| | |
|--|---------|
| Capt. Pierce,..... | \$10 00 |
| Suffering Humanity,..... | 5 00 |
| A Vow,..... | 10 00 |
| A Friend, through Post Office,..... | 4 00 |
| A Sailor,..... | 1 00 |
| Capt. Swift, "Sarah,"..... | 5 00 |
| An old Sailor,..... | 9 00 |
| Ship "Oscar," Captain, Officer and Sailors,..... | 14 50 |
| Mr. McIntire,..... | 5 00 |
| Capt. Marston,..... | 5 00 |
| Mr. Ezra Terry,..... | 2 50 |
| Mr. Wilbur,..... | 5 00 |
| Capt. Brownson,..... | 5 00 |
| Capt. Follansbee,..... | 5 00 |

FOR THE FRIEND.

| | |
|---|--------|
| Capt. Soule,..... | \$5 00 |
| Messrs. Harris & Terry of Pleasant Island,..... | 10 00 |
| A Vow,..... | 5 00 |
| Capt. Lawrence, "Addison,"..... | 5 00 |
| Capt. Marston, "Hudson,"..... | 5 00 |
| Capt. Brownson, "Baltic,"..... | 5 00 |
| Mr. Nelson Martin,..... | 2 50 |

FOR THE HOME.

| | |
|----------------------------------|--------|
| Mr. Watson, "Benj. Morgan,"..... | \$2 50 |
| —, in the street,..... | 5 00 |

TWO MORE HONOLULU WHEALERS.—On Saturday last the brig *Emma* was offered at auction, and sold for \$1580, T. Spencer, Esq., being the purchaser. We learn that she will be immediately fitted for the whaling business, and will be dispatched for the coast of California under the command of Capt. A. Tuttle. The *John Dunlap*, also, is being fitted, by the same energetic and enterprising house, and will cruise on the California coast under command of Capt. R. G. Spencer, late of the *E. L. Frost*. Both the above vessels will sail in about ten days, and from the well known character for activity and skill of Capts. Tuttle and Spencer, we look for them to give a good account of themselves in the spring—if there are any whales to be met with.—*Com. Pac. Adv.*

For the Friend.

A Message by the Sub-Marine Telegraph.

BY MRS. S. H. BRADFORD.

Long years may pass, oh, friends beloved, before thy face I see,

And anxious days ere o'er the waves a letter comes to me;

But yet a message, sent this day—oh, wonderful to tell!

Comes speeding through the ocean sands, to tell me "Thou art well!"

Didst thou whisper to the waters those kind words to me?

Oh, no! the first wave would have caught and whirled them back to thee;

But by a line—a wondrous line—I hear from thee to-day,

And send an answer back to thee, three thousand miles away!

'Tis passing strange! but yet I know a telegraph by far

More wonderful than if it reached the moon or farthest star;

It flashes my unwhispered thoughts to Him who says to me,

"Before thou callest, I will hear and quickly answer thee!"

The ocean of his holiness excludes my longing soul
From that abode of light and love, where it's pure waters roll,

But there's a way—a wondrous way! by which to reach the throne,

And bring sweet messages of love, and strength, and blessings down.

"Oh Thou by whom we come to God—the life—the truth—the way!"—

Thou for whose sake he bends the ear, and listens while I pray,

Oh, speed my prayer—for thou "thyself the path of prayer hast trod,"

And better far, oh bear at last my ransomed soul to God!

NEW YORK, 1858.

LOSS OF BARK RAJAH, OF NEW BEDFORD.—We have received from Capt. Whiteside, of the *Condor*, the following account of the melancholy loss of the above vessel in the Ochotsk Sea, Oct. 18th.—[*Com. Adv.*]

Mr. H. M. Whitney—Sir:—Thinking you would wish to learn all the particulars connected with the loss of the bark *Rajah*, Capt. Stewart, I herewith send you all I have been able to learn from the survivors. The wreck took place on the N. W. end of Big Shantar Island during a heavy gale from the N. E. with snow. On the 17th, Capt. Stewart supposed his ship was thirty or forty miles to the northward of the islands, and was lying to under close-reefed main topsail and reefed foresail—he had previously lost his fore-topmast—was heading to the eastward. At 8, A. M., on the 18th, discovered land all along under the lee. He immediately wore ship, but could not head clear of the point. It blowing very hard, the ship made no headway, and was thrown broadside on shore, and in less than five minutes broke up. Out of twenty-six men on board only thirteen escaped alive. On the 22d I succeeded in taking off the survivors and about 200 bbls. oil.

The following is a correct list of those lost:

Capt. Ansel Stewart, of Fairhaven, Mass., found and buried.
1st mate, Thos. Hamblin, of Falmouth, Mass.
Cooper, John Fawcett, of Catskill, N. Y.
John Moran, of Troy, N. Y., found and buried.
Chas. G. Gould, of New Bedford.
Andrew Delaney, of New York City.
Andrew J. Hadley, of Northfield, Vermont.
Frank Jacot, of Flores, Western Islands.
Joe King, of Flores, Western Islands.
Manuel Antone, of St. George, Western Is., found and buried.
Frank, of Pico, Western Islands.
John Glass, of Guam, found and buried.
John Spanish, of Talcahuano, found and buried.

I remain, very respectfully, &c.,

S. H. WHITESIDE,

Master ship *Condor*.

MARINE JOURNAL.

PORT OF HONOLULU, S. I.

ARRIVALS.

Nov. 4—Bark Monmouth, Ormsby, of Coldspring, 1st season, 75 sp, 850 wh, 12,000 bone.
 4—Ship Bowditch, Martin, 2d season, 800 wh, 10,000 bn.
 4—Ship Timor, White, of Sag Harbor, 2d season, 400 wh, 6000 bone.
 4—Am clipper ship Warhawk, Simmons, 16 days fm San Francisco, in ballast—chartered to load oil.
 4—Sch Liholho, Lovett, from Hilo, and Keoni Ana, from Kauai.
 6—Bark Wavelet, Swain, last from Hilo, 750 wh.
 6—Am ship Gladiator, Luce, 146 days from New Bedford.
 8—Ship Hudson, Marston, from Arctic via Lahaina, 3d season, 1050 wh, 13,000 bone.
 9—Haw bark Gambia, Merritt, fm Ochotsk, 550 wh, 7500 bone, season.
 9—U. S. surveying schooner Fenimore Cooper, Brooke, from sea.
 9—Ship Parachute, Corey, 3d season, from Ochotsk, 70 sp, 1280 wh, 14,000 bone.
 9—Ship Hillman, Little, from Lahaina; sailed same day for a cruise south.
 9—Haw brk Faith, Wood, from Ochotsk, 150 wh, 2000 bn, season.
 9—Bark Superior, Wood, from Lahaina, off and on, and sailed same day to cruise.
 10—Bark Vernon, Bumpus, fm Ochotsk, 700 wh, 8000 bone.
 10—Barks Hercules and Prudent, from Lahaina, off and on.
 11—Ship Olympia, Ryan, 3d season, fm Ochotsk, 600 wh.
 11—Bark Helen Snow, Nye, 1st season, from Lahaina, off and on, and sailed same day.
 11—Brem Ship Goethe, Austin, 2d season, from Arctic, 800 wh, 8000 bone.
 11—Bark Java 2d, Raynor, of N. B., 1st season, fm Arctic, 1150 wh, 18,000 bone.
 12—Bark Brighton, Tucker, 3d season, from Ochotsk via Lahaina, 300 wh, 3000 bone.
 12—Am brig Josephine, Stone, 10 days fm Jarvis Island.
 14—Ship Montauk, French, 4th season, from Ochotsk, 600 wh, 6000 bone.
 14—Ship Emerald, Pierce, 1st season, from Hilo, off and on.
 15—Br merchant bark Orestes, Hayes, 75 days from Melbourne, Victoria, with 70 passengers for Victoria, Vancouver's Island.
 15—Ship Splendid, of Coldspring, Pearson, 2d season, from Ochotsk, 1000 wh, 15,000 bn.
 15—Ship Arctic, Beedman, 2d season, from the Arctic, 400 wh, 4000 bone.
 15—Bark L. O. Richmond, Hathaway, fm Lahaina, off and on.
 15—Ship George & Mary, Walker, from Lahaina, off and on and sailed 17th to cruise.
 16—Am clipper ship Reynard, Freeman, 24 ds from San Francisco.
 16—Ship Montreal, Sowle, from Lahaina, off and on, and sailed next day to cruise.
 17—Am sch Isabel, Davis, 50 days from Callao.
 17—Ship Newburyport, Crandall, from Hilo, off and on, 1300 wh, 16,000 bone.
 17—St. George, Pease, from Hilo, off and on; she sails on the 18th (to-day) for Guam and Hakodadi.
 17—Ship Dover, Jeffrey, from Hilo.
 18—Am wh sh Carolina, Harding, fm Ochotsk, 2d season, 600 wh, 7000 bone.
 18—Am wh sh Empire, Russell, fm Ochotsk, 2d season, 800 wh, 10,000 bone.
 18—Am wh sh Hobomok, Marchant, 2d season, fm Ochotsk, 750 wh, 9000 bone.
 18—Am wh bk Java, Lawrence, 3d season, fm Ochotsk, 700 wh, 10,000 bone.
 19—Am wh sch E. L. Frost, R. G. Spencer, from Ochotsk, (tender to bk Italy) clean.
 19—Am wh sh Eliza Adams, Thomas, 1st season, from Ochotsk, 850 wh, 7500 bone.
 20—Am wh sh Amazon, Eldridge, 2d season, fm Ochotsk, 280 wh, 3000 bone.
 21—Am wh sh Chas Phelps, Eldridge, fm Ochotsk, 5th season, 1300 wh, 13,000 bone.
 21—Am wh sh Orozimbo, Pease, 1st season, fm Ochotsk, 600 wh, 6000 bone.
 22—Am wh sh Washington, Purrington, 1st season, fm Ochotsk, 600 wh, 7000 bone.
 22—Am wh sh South Seaman, Norton, 2d season, fm Ochotsk, 1800 wh, 20,000 bone.
 22—Am wh sh Manuel Ortiz, Hazard, 1st season, from the Ochotsk, 1000 wh, 14,000 bone.
 22—Am wh bk Baltic, Silvers, late Bronson, fm Lahaina, off and on.
 23—Am wh sh Omega, Sanborn, fm Lahaina, off and on.
 23—Am wh sh China, Thompson, 2d season, fm Ochotsk, 1380 wh, 18,000 bone.
 23—Am wh bk Fanny, Boddy, 2d season, fm Ochotsk, 1100 wh, 7500 bone.
 23—Am wh sh John Wells, Woodbridge, fm Lahaina, off and on.
 23—Am mer brig Zeolus, Camman, 30 ds fm Mendocino.
 23—Am wh sh Levi Starbuck, Jernegan, fm Lahaina, off and on.
 25—Am wh bk Florence, 2d season, fm Lahaina.
 26—Russ wh bk Turku, Soderblom, 1st season, fm Ochotsk, 500 wh, 9000 bone.
 26—Russ wh brig Storefursten, Constantin, Lindholm, 1st season, from Ochotsk, 440 wh, 8000 bone.
 27—Am wh bk Merrimac, Long, 1st season, fm Ochotsk, 1600 wh, 20,000 bone.
 27—Am wh bk Delaware, Kenworthy, 1st season, from Ochotsk, 560 wh, 7000 bone.
 27—Fr wh sh Espadon, Homont, 1st season, from Ochotsk, 300 wh, 5000 bone.
 28—Am mer bk Glumpse, Dayton, 10 days and 14 hours fm San Francisco.

Nov 23—Am wh sh Maria Theresa, Coop, 1st season, fm Ochotsk, 450 wh, 6000 bone.
 28—Am wh sh Cowper, Dean, 3d season, fm Ochotsk, 900 wh, 11,000 bone.
 28—Am wh sh Roman, Devol, 3d season, fm Ochotsk, 1150 wh, 16,000 bone.
 28—Am mer sch Lewis Perry, Turner, 16 ds fm Tahiti.
 28—Am clipper sh Dirigo, Atwood, 12 ds fm San Francisco, and sailed next day for Singapore.
 29—Am wh bk Mary Frazier, Rounds, 2d season, fm Ochotsk.
 29—Am wh sh Nimrod, Howes, 1st season, fm Ochotsk.
 30—Fr wh sh Ville de Rennes, Guedoit, from the Arctic, 2d season, 260 wh, 6000 bone.
 30—Am wh sh Condor, Whiteside, 2d season, 1200 wh, 15,000 bone.

DEPARTURES.

Nov. 4—Haw brig Victoria, Fish, for California Coast.
 4—Fr wh ship Manche, Lemercier, to cruise.
 6—Bark Mary & Susan, Stewart, fr Talcahuano and cruise.
 8—Ship Japan, Diman, to cruise and home.
 8—Ship Josephine, Allen, to cruise and home.
 8—Ship E. F. Mason, Smith, to cruise on New Zealand.
 8—Bark Mercury, Hayden, for New Zealand and home.
 9—Wm. Thompson, Childs, to cruise.
 9—Rambler, Willis, to cruise.
 10—Timor, White, to cruise.
 11—Ship Gov. Troup, Milton, to cruise.
 14—Ship Vineyard, Caswell, to cruise and home.
 14—Ship Emerald, Halleck, to cruise.
 14—Bark Trident, Taber, to cruise and home.
 15—Ship Scotland, Weeks, to cruise and home.
 15—Ship Sarah, Swift, to cruise and home.
 16—Ship C. W. Morgan, Fisher, to cruise.
 16—Ship Emily Morgan, Chase, to cruise.
 17—Haw sch Pfel, Danielsberg, for Ascension, on a trading voyage.
 18—Bk Yankee, Smith, for San Francisco.
 18—Sh Jereh Perry, Cannon, for New Zealand.
 18—Sh Nassau, Murdock, to cruise.
 18—Bk Faith, Wood, coast of California.
 19—Sh Reynard, Freeman, for Jarvis Island.
 20—Sh Emerald, Pierce, coast of California.
 20—Bk Vigilant, McCleave, to cruise.
 20—Bk Oscar, Sanders, to cruise.
 21—Sh Harriet & Jessie, Gray, for Manila.
 21—Bk Candace, Schau, for Bremen.
 21—H I M's sh Eurydice, Pichon, for San Francisco.
 22—Am wh bk Robert Morrison, Tilton, to cruise.
 24—Haw wh brig Oahu, Fehlber, for California Coast.
 25—Am clipper sh Skylark, Follansbee, for N. Bedford.
 25—Am clipper sh Golden Eagle, Harding, for N. Bedford.
 25—Ship Glendon Howland, Williams, to cruise.
 25—Ship Parachute, Corey, to cruise.
 25—Bark Monmouth, Ormsby, to cruise.
 25—Am brigantine Josephine, Stone, for Jarvis Island.
 30—Sheffield, Green, for Cold Spring.
 30—Goethe, Austin, to cruise.
 30—Am wh sh Addison, Lawrence, to cruise.
 30—Am wh sh Bowditch, Martin, to cruise.

MEMORANDA.

[From the Marine Report of the P. C. Advertiser.]

□ Bark Monmouth reports:—In July, while endeavoring to keep clear of drifting ice in Potter's Bay, grounded and lay 8½ hours ashore, the next tide letting the vessel off without having sustained serious damage. Left the Ochotsk on the 26th Sept.

Ship Warhawk, left San Francisco on the 17th. In passing through the heads, encountered a gale which carried away main topgallant yard; and anchored on the bar to repair damages. The same day the American ship General Cushing, beating out with the Warhawk, missed stays, carried away several of her spars, and was carried broadside on to Fort Point, where she became a total wreck. She had a full cargo of grain for Australia. Since leaving San Francisco, have had light winds, mostly from the southward.

Arrived at San Francisco, Oct 14, whale bark N. S. Perkins, Kibbling, of New London, 16 days from Arctic Ocean, with 100 bris wh, and 3000 bone.

Capt. Merritt, of the Gambia, reports:—Has taken nine bow-heads this season—took them all in S. W. and Shantar Bays. The weather was good and whales plenty, but shy. Oct. 4th, spoke the Arctic, Beedman, of F. H., cruising for right whales. All the other ships spoken have been previously reported. Sept. 16, in lat. 47° N., long. 172° E., experienced the tail end of a hurricane from the S. E., which veered to the eastward, in which, however, experienced no damage. Since then, have had light winds and pleasant weather. Was 15 days from the latitude of 30° N., to that of the islands, and has been nine days within 100 miles of Oahu.

Capt. Corey, of the Parachute, reports:—Arrived in the Ochotsk 12; took his first bowhead on the 29th April. All his whaling was done in the Saghalien and Toavisk Gulfs. Sept. 20, spoke ship Walter Scott, Collins, 1 right whale. Left the sea Oct 1, and thence to arrival at Honolulu had light winds—was 15 days within 400 miles of Honolulu before getting in. April 3, in a squall, carried away fore topgallant mast and flying jib-boom before entering the Ochotsk. On the 5th Oct, died on board, of consumption, a native of Koratonga.

Capt. Marston, of the Hudson, from Arctic Ocean, got most of his whales to the northward of Cape Lisburne, in lat. 70° 40' N. Up to the 14th Sept. the weather was fine, after that a succession of contrary gales and calms. Was 16 days making five degrees of latitude. Left the sea in company with the Java, 1200, Mary 900, and Helen Mar (arrived at Lahaina).

Capt. Wood, of bark Faith, reports:—Found the weather extremely foggy in the Ochotsk all the season—a great many whales have been lost on account of that and the ice, the alternative being either to cut from the whale, or lose the boat and crew. Left Bowhead Island Oct 4. Reports the following ships on the 1st of October:—Italy, Babcock, 800; Chas. Phelps, Eldridge, 1700; Merrimac, Long, 2000.

Capt. Landers, of bark Oscar, from the Ochotsk, reports the same weather during the season as mentioned in the other reports of cruisers in that sea. June 1st, in going into Tavisk Bay, got stove by the ice one foot under water, making a hole about six inches long. Hauled up alongside a cake of ice, and repaired; lost also a good deal of copper and sheathing. Sept. 3d, in Shantar Bay, by the upsetting of a boat, lost a seaman named James Tyler, of Abington, Conn. Sept 22d, in Shantar Bay, lost a large anchor and chain during a moderate gale from S.W. On the 16th October, experienced a severe gale, veering from S.E. to N.W., in lat. 43° 30' N., long. 164° W. The strength of the gale lasted about 24 hours. Since that time the ship has leaked from 3000 to 3500 strokes a day.

Capt. Bumpus, of bark Vernon, reports very foggy weather in the Ochotsk—did not have a clear day till the 1st of Sept. Left the sea Sept. 28. Lat. 42° N., long. 173° E., spoke the Hibernia, Andrews, steering E.N.E.—wished to be reported, but did not learn what she had. From the lat. of 30° N. to the islands had experienced light S.W. winds; was eight days without in a few hours sail of port. Four days since, a native of Oahu died of consumption.

Ship Goethe, last from Arctic, passed Cape East Sept. 29. Spoke Sept. 1, lat. 25° 34', long. 132° 14', bark Young Greek Taylor, from Honolulu, bound to San Francisco, with fair wind and making nine knots. August 8, had a boat stove by a whale and a seaman killed named Peter Wilson, an American, and about 42 years of age.

Bark Java 2d, Capt. Rayner, reports:—Has cruised in the Arctic this season, and found the weather very bad, and during the first part of the season whales were very scarce. Experienced much difficulty in getting out of the sea from a succession of gales. In lat. 42° N., in a heavy gale from S.E. to N.W., lay 18 hours under the main spencer, and for six hours of that time the ice rail was under water. Lost a boat off the cranes, and the gangway planks, etc.

Ship Montauk, Capt. French, cruised this season in the Ochotsk, and got most of her oil in Shantar Bay. Oct. 4, spoke the Washington, of N. B., 70 bris—would stay till Oct. 25. Came through the Straits Oct. 16, in company with the Splendid, of Coldspring, and the Empire, of N. B., the latter hailed 650. The Montauk was much in the ice during the first part of the season, and lost cutwater and a great deal of copper—will have to repair here. After leaving the sea had boisterous weather to the lat. of 31°, and stove a boat on the cranes. Since then had very light winds and calms; in the neighborhood of the islands for ten days.

Ship Mary, Capt. Jenks, reports:—Has cruised in the Arctic this season and got most of her oil off Icy Cape. The latter part of the season the weather was very boisterous. Started to leave the sea Sept. 13, but did not get by Cape East till the 1st of October, thought, at one time, he should have to remain there. Had a succession of gales since leaving. Oct. 20, had a regular typhoon, wind from E. to N.; lost a close-reefed main topsail, part of the mainsail, flying jib, fore topmast staysail, and part of spanker. After getting into about lat. of 30° had very light winds, and had to go to long. 150° E. in order to get to the southward. Have been twelve days within a short run of the islands.

Capt. Tucker, of bark Brighton, reports:—All the first part of the season had foggy weather in the Ochotsk—whales plenty, but wild. Left the sea Oct 7, in company with six or seven other ships. Oct. 3d, off Bolcha, spoke the Arctic, Beedman, right whaling—he hailed 400, and was steering N.W. From the lat. of 33° N. have had light winds from S. and W. Arrived at Lahaina on the 10th.

Ship Splendid, Capt. Pierson, reports:—Has cruised in the Ochotsk, principally in Shantar and Mercury Bays. Has taken this season 1100 bris wh, 200 do devil-fish, and 16,000 lbs bone. Left the ground Oct 4 and came through the Straits Oct. 13. In the bays the whales were quite plenty in Sept.—got four in Mercury Bay, but got most of the oil in Shantar Bay. During first part of the season experienced much foggy weather, and was frequently in contact with ice, losing copper, &c. Reports, Oct. 3, Charles Phelps, 1200; 14th, in the Straits, Euphrates, 850. Oct. 26, in lat. 44° N., long. 175° 10' W., experienced a typhoon from S.W. to W., in which ran as long as possible and then heve to for twenty-four hours—lost a boat and the figure-head. From lat. 25° have had light southerly winds.

Ship Arctic, Beedman, reports:—Left Ayan, Sept. 16, to go right-whaling, but had no success. Oct. 20, came through the Straits. In lat. 40° N., experienced a severe gale from W. to N.W., before which scud for twenty-four hours; lost starboard boat off the cranes. Since then has experienced much the same weather as reported by other ships. On Saturday last, a native of Oahu died of the scurvy, of which disease a number of the crew are now sick.

Capt. Pease, of the St. George, left Hilo on the 15th inst., at which time the following ships were in port:—Lagoda, Willard; Reindeer, Ashley; American, Pease; Rebecca, Simms, Hawes; Walter Scott, Collins, 50 bris this season; Oregon, Tobey. The Lagoda, Reindeer and Oregon were shipping their oil by the Washington Ailston, which vessel had a full freight engaged, and would sail soon. Most of the above ships may be expected to touch here.

CLIPPER SIGNAL.—A clipper ship, of about 1000 tons, passed this port, bound westward, on the 18th, showing Maryatt's signals, No. 3712, under the third distinguishing pennant.

SPOKEN.—Ship Hibernia, at Lahaina, spoke bark Metropolis, of and from Honolulu, 10 days out, all well—bound to Margarita Bay.

The Black Warrior was spoken Oct 9, with 250 bris, bound to Margarita Bay.

□ Capt. Andrews, of the bark Hibernia, of New Bedford, reports as follows:—Oct. 24, lat. 39° 00' N., long. 166° 00' W., commenced with thick, cloudy weather and a heavy swell from N.W.; at 2 P.M. strong winds from S.; at 3 A.M., ship under close-reefed main topsail, and reefed foresail and topsail, heading E. on the starboard tack—gale still increasing. At 7 A.M. took in the foresail. At 1 P.M. the 25th, fore topmast staysail was blown to pieces—gale still increasing; soon after, new main staysail parted from the clews—gale still increasing, and veering to the westward, and a tremendous cross sea running. Was compelled to take in the main topsail and heave the ship to at the mercy of the sea—wind still veering to westward—sent all hands below. Shipped a heavy sea which broke one boat over head, broke off larboard main rail, and cleared the deck of all moveables—gale still increasing. Found it necessary to lash ourselves to the rigging; heavy seas still coming over—carried

away the wheel-blocks and stove in the cook's galley; got tackles on and saved the rudder—all hands still below (except officers) to keep from being washed overboard; the gale increased to a perfect typhoon, and wind still veering to W.N.W.—fearful heavy cross sea running, and continually coming over on all sides. At 3 P. M., the 26th, commenced moderating, occasionally heavy squalls, with hail, from N.W. Set the main topsail—sent the men to the pumps and freed the ship. Twenty-four hours before the typhoon commenced, discovered the compasses to veer four points back and forth.

Capt. Boody, of bark *Fanny*, reports having encountered a severe gale Nov. 14, in lat. 34°. The wind blew with terrific fury from the south, and the ship's course was altered to the east, when suddenly the wind shifted to west. Sprung the fore topmast, and received other damage.

Capt. Pease, of ship *Orozimbo*, reports:—Sept. 26, Daniel Wood, 1200 wh; Cincinnati, 700; 28th, Maria Theresa, 450; Ocean Wave, 600; Alice Frazier, 400; Phoenix, 350; Oct. 8, Italy, 1500; Nimrod, 900.

The *South Seaman* reports same weather in the Ochotsk as that experienced by other ships: first part of the season foggy, and latter part fine weather. Jan. 7, four days after leaving Honolulu, lost a Portuguese from the main chains—name unknown. In the Ochotsk, by the capsizing of a boat, lost the 5th mate and one seaman. In about lat. 30°, long. 153°, experienced a heavy gale from the N.W., and lay to about 12 hours, but received no damage.

The *China* left the Ochotsk Oct 15. Spoke, Oct 11, Alice Frazier, 500; 25th, Espanola, 450. Lost two boats in the sea. In letting go an anchor while kedging, the chain got foul and capsized a boat, and the whole boat's crew were carried down. The men were all saved but one, a boatswain, named John Bancroft, a native of London, England, aged about 26 years. Had good weather all the way coming down; found the trades E.S.E., and near the islands very strong; about a week ago carried away the head of the main topmast.

Ship *Chas. Phelps* reports:—About March 1, two weeks after leaving Honolulu, in lat. 28° N., fell in with a Japanese junk, masts gone, and her sides covered with barnacles. She had been a fishing vessel belonging not far from Jeddo, and while the Captain was on shore a gale of wind drove them out of sight of land, since when they were three months driven about at the mercy of the elements. Five men were on board, who had subsisted on small dried fish principally: their water lately had been caught in rain squalls. Some of them are now in Honolulu harbor.

The *Manuel Ortiz* left the sea Oct 29. Spoke, Oct 15, Mary Frazier, 700; 6th, Roman, Devoll, 1100; saw bark Java, but did not speak her. Experienced the gale spoken of by other ships in coming down, lat. 30°; carried away starboard davits, and stove all the boats but one.

Capt. Kenworthy, of bark *Delaware*, last from Ochotsk, reports as follows:—Oct. 16, Am ship Montezuma, Homan, 1100 wh, 14,000 bone; Nov. 1, ship Condor, Whiteside, 1200 wh, 15,000 bone. On the 28th Sept., left Mercury Bay in company with the ship Montezuma, to go to the North Shore to look for whales. Had light winds and pleasant weather until the 11th October, when it came on to blow from N.E. From this date, until Oct. 18, had a succession of heavy gales from E.N.E. and N.E., causing us to carry a heavy press of canvas in order to keep off the Shantar Islands. During the gale, saw the Montezuma, Lexington and Rajah, all carrying a press of sail in order to keep off the land. On the 14th Oct., saw the Lexington with loss of jib-boom—the Rajah not in sight. On the night of the 16th, the gale blew with increased and fearful violence, causing us to make a great deal of leeway. On the 17th, the gale still blowing as heavy as ever, with snow and sleet; saw the land to leeward—made more sail, and held on till the morning of the 18th, when discovering our right position, we squared yards and ran for Mercury Bay, where we anchored in safety the same evening under Mercury Head. We then started the works, and finished trying out a whale which we had taken on the 10th October. On the 20th, we left the Bay for the Sandwich Islands. Had light variable winds and calms, so that we were until the 24 Nov. in getting out of the sea. Came through the 50th passage in company with the Condor, who had rode out the above gale in Feklistoff Harbor, in company with the South Seaman, (1900 brls this season), Italy and tender (1200 brls) and Eliza Adams (650 brls). Capt. Whiteside reported having on board the 2d mate and twelve men, only survivors of the crew of the bark Rajah, Stewart, of New Bedford, which went ashore on the north side of Big Shantar Island, on the 17th October, and became a total wreck. Capt. Stewart, the 1st officer, and 11 men perished. The Rajah had 1000 brls oil on board. The Delaware has had very boisterous weather from the Straits, having encountered several heavy gales of wind—one of very great violence, on the 13th Nov. from the southward, lat. 27° 30' N., long. 155° 50' W. On the morning of the 22d Nov. saw a ship apparently crippled; bore up for her and ascertained it to be the Cowper, Dean, of New Bedford, with fore topmast, &c., gone, apparently just done. As it was blowing fresh at the time, with considerable sea on, did not approach sufficiently near enough to speak her, especially as she did not appear to require any assistance.

We note the following departures of whale ships from New Bedford, for the North Pacific: Sept. 30, ship Julian, Captain S. P. Winegar; Oct. 6, ship *Cambridge*, Capt. Henry Pease, Jr.; ship Corinthian, Capt. Valentine Lewis; bark Cleone, Capt. John E. Simmons; 9th, ship Janina, Capt. J. C. Smith; 7th, ship Jeannette, Capt. Hudson Winslow; 8th, ship South Boston, (of F. H.) Capt. Edward F. Randolph; 8th, bark (late ship) Atkins Adams, Capt. William Wilson; 12th, ship John Howland, Capt. Alex. Whelden; 12th, ship Twilight, Capt. Sylvester Hathaway; 19th, bark Tamerlane, Capt. Winslow.

Ship *Nimrod*, Howes, reports, in the Ochotsk, Oct. 16, experienced a heavy gale from the N.E., with bad sea running; while under close-reefed topsails, pitched away jib boom, flying jib boom, and sprung the foremast badly. Had bad weather all the way down. Nov. 14, in a gale, shipped a heavy sea and stove part of starboard bulwarks and boat; at the same time lost overboard Francis Derby, a native of the Cape de Verd Islands.

Capt. Whiteside, of the *Condor*, reports: March 2d, lat. 19° 10' N., long. 172° W., a strong breeze from the west, found that the ship had sprung a leak. Called all hands to the pumps and commenced to bail; after working hard for 24 hours, found the leak, which we partly stopped. Was obliged to go into Guam to tip out and repair ship. Have had bad weather all the way down. Lost fore yard, jib boom, fore topgallant masts, main royal, etc.; ship leaking badly.

Moon's Phases at Honolulu, in December.

| | dy. | h. | m. | | dy. | h. | m. |
|-----------------|-----|----|---------|----------------|-----|----|---------|
| New Moon.... | 4 | 11 | 45.7 M. | Full Moon.... | 20 | 2 | 42.2 M. |
| First Quarter . | 13 | 5 | 4.7 M. | Last Quarter . | 26 | 7 | 14.8 M. |

PASSENGERS.

From NEW BEDFORD—per *Gladiator*, Nov 6—Thos Sorenson. For FANNING'S ISLAND—per *Advance*, Nov 10—Mrs English and 3 children, Mrs Bent.

From SAN FRANCISCO—per *Reynard*, Nov 16—J H Wood, Mrs Wood and 2 children, Rev Lowell Smith, M Brandon, Samuel Storer.

From MELBOURNE—per *Orestes*, Nov 16—Seventy passengers en route for Frazer River.

From CALLAO—per *Isabel*, Nov 17—Nine passengers en route for Frazer River.

From MENDOZINO—per *Jolus*, Nov 23—B H Camman.

For BREMEN—per *Candace*, Nov 21—John Lapeau.

For SAN FRANCISCO—per *Yankee*, Nov 13—J A Daley, W Welch, J W Hobbs, P C Beedman, W E Borden, W Greenough, P A Fish, S A Newman, H Chilton, M Anderson, P Hinkley, J J Caranave, B W Field, J C Merrill, Thos Hibbertson, Capt W T Walker.

For NEW BEDFORD—per *Skylark*—Mrs. Josiah Fuller and 3 children.

For SAN FRANCISCO—per *Frances Palmer*, Dec 1—T C Shelton, T F Dennis, J Barnart, Capt Bronson, Samuel Isaacs, Maurice Eager, Henry Stanton.

From SAN FRANCISCO—per *Glimpse*, Nov 28—Samuel Zachariah, A D Barnard, W Vaudrey, Capt Chas Friesach, Phineas Tolman, G D Carlton and wife, Chris Guili, Dr A Kennedy, C P Flaughter and friend, Archibald MacIn, H D Chace, Caleb Carr, Levi Eastabrook, C W Myers, L Sampson, J Credifail.

From AYAN—per S. Constantine, Nov 25—Peter Ficher, Jans Johansen, Albert Schroder.

From TAHITI—per *Levis Perry*, Nov 23—Henry Owner, Mrs Owner and 3 children, M Lequellie.

For JARVIS ISLAND—per *Josephine*, Nov 29—G P Judd, Wm H Gulick, Kahana, Kaukahi, Kapihinu.

For COLD SPRING, L I.—per *Sheffield*, Nov 30—Mrs Green and child, Mr & Mrs. A D Cartwright, Miss M Cartwright.

PORT OF LAHAINA.

ARRIVALS.

- Nov. 3—Omega, Sanborn, from Arctic, 1000 brls, 13,401 bone.
- 3—Tenedos, King, from Ochotsk, 600 wh, 10,000 bone.
- 4—Navy, Wood, from Och, 600 wh, 9000 bone.
- 5—Antelope, Potter, from Och, 50 wh, 800 bone.
- 6—Bark Isabella, Lyons, from Ochotsk, no report.
- 8—Ship Columbia, Folger, from Och, 200 wh, 1200 bone.
- 9—Bark Covington, Newman, fm Och, 40 sp, 200 wh, 2500 bone.
- 9—Bark Amazon, Eldridge, from Och, 280 wh, 4000 bone.
- 10—Bark Florence, Cord, from Ochotsk, 300 wh, 4000 bn.
- 11—Bark Brighton, Tucker, fm Ochotsk, 300 wh, 4000 bn.
- 11—Bark L. C. Richmond, Hathaway, from Och, 225 wh, 2900 bone.
- 11—Bark Volga, Crowell, from Ochotsk, 350 wh, 4500 bone.
- 12—Bark Baltic, Bronson, from Arctic, 800 wh, 13,000 bn.
- 12—Bark Emerald, Pierce, fm Arctic, 850 wh, 9000 bone.
- 12—Ship Cicero, Courtney, fm Och, 425 wh, 6000 bone.
- 13—Bark John Wells, Woodbridge, from Ochotsk, 700 wh, 10,000 bone.
- 15—Ship John Coggeshall, Lambert, from Och, 600 wh, 9000 bone.
- 15—Bark Newburyport, Crandall, from Ochotsk, 1100 wh, 14,000 bone.
- 17—Bark Louisa, Hathaway, fm Och, 600 wh, 9900 bone.
- 18—Bark American, Pease, fm Och, 200 wh.
- 19—Ship Hibernia, Andrews, fm Och, 150 wh, 1500 bone.
- 19—Ship Euphrates, Heath, fm Och, 800 wh, 7000 bone.
- 22—Bark Endeavor, Wilson, from Ochotsk, 1000 wh, 14,000 bone.
- 22—Ship Corea, Fish, from Och, 700 wh, 9000 bone.
- 23—Bark Massachusetts, Green, from Och, 45 sp, 500 wh, 6000 bone.
- 26—Benjamin Rush, Wyatt, from Och, 250 wh, 3,500 bone.

DEPARTURES.

- Nov. 4—Helen Mar, Worth, for coast of Peru.
- 5—Lark, Perkins, for Margarita Bay.
- 6—Superior, Wood, to cruise on the Line.
- 6—Hercules, Athearn, to cruise South.
- 8—Prudent, Hamilton, for New Zealand and home.
- 8—United States, Woodward, to cruise on the Line.
- 8—Hillman, Little, for coast of California.
- 9—Thomas Nye, Holly, to cruise South.
- 9—William Roch, Ellison, to cruise.
- 9—Helen Snow, Nye, for coast of California.
- 9—Milo, Sowle, to cruise and home.
- 9—Moctezuma, Tinker, to cruise South.
- 11—Montreal, Sowle, for Coast of California.
- 11—Brighton, Tucker, for Honolulu.
- 13—Emerald, Pierce, for Coast of California.
- 13—L. C. Richmond, Hathaway, for Margarita Bay.
- 15—Ohio, Barrett, to cruise East.
- 15—Milton, Halsey, for Japan Sea.
- 15—Three Brothers, Cleveland, for New Zealand and home.
- 16—Navy, Wood, to cruise and home.
- 16—Vigilant, McCleave, to cruise and home.
- 18—Amazon, Eldridge, for Honolulu.
- 19—Antelope, Potter, for New Zealand and home.
- 19—American, Pease, for Coast of California.
- 20—Bark Isabella, Lyon, for home.
- 20—Ship Omega, Sanborn, to cruise South.
- 22—Bark John Wells, Woodbridge, for Hilo.
- 22—Bark Baltic, Bronson, to cruise and home.
- 22—Ship Levi Starbuck, Jernegan, for coast of California.
- 23—Bark Florence, Cord, for Honolulu.
- 23—Bark Dromo, Cole, to cruise Westward.
- 26—Bark Hibernia, Booker, for coast of California.
- 26—Bark Volga, Crowell, for New Zealand and home.

PORT OF HILO, H. I.

ARRIVALS.

- Oct. 28—Rebecca Simms, Hawes, from Ochotsk, 85 wh.
- 30—Oregon, Tobey, from Och, 600 wh, 7000 bone.
- 30—L. C. Richmond, Hathaway, fm Och, 225 wh, 3000 bn.
- 31—Navy, Wood, fm Och, 600 wh, 9000 bone.
- 31—Lagoda, Willard, fm Och, 500 wh, 5000 bone.
- 31—Dover, Jeffrey, fm Och, 700 wh, 10,000 bone.

DIED.

At Hilo, Hawaii, Nov. 1, Mr. HENRY DUNTON, a native of England, aged about 37 years, a resident of these islands since 1845.

At Waimea, Hawaii, Nov. 11, Mr. JOHN LONGFORD, a native of Ireland, aged about 30 years, some time a member of the Honolulu police force.

Drowned by the capsizing of a boat in S. W. Bay, Ochotsk Sea, Mr. PETER FAUSSER, 5th officer of ship South Seaman, a native of New York city, where he has relatives. Also, by the same accident, a boy named JOHN CUMMINS, belonging to Edgartown, Massachusetts. The Splendid brings this report. The accident was caused by a dead whale which they were hauling up rising suddenly under the boat.

Lost overboard and drowned, belonging to ship South Seaman, January 20, 1858, JOSEPH ANTONIO, a Portuguese, belonging to Fogo, Cape de Verde Islands, and aged about 26 years.

Drowned in Feb., 1858, at Ascension, WILLIAM HILL, a boat-steerer, belonging to ship China.

On board bk Baltic, Oct. 8, Jim, a native of Maui. Also, on board same vessel, May 8, JOHN ADAMS, who fell overboard, a native of these islands.

In Marlboro', Mass., October 17, Mr. GOODALE, aged 67. The deceased was father of the Hawaiian Collector General of Customs, and brother to Mrs. Thurston, of Kailua, Hawaii.

At sea, August 27, on board bark *Euphrates*, BENJAMIN R. LOCKE, aged 27, a native of Plainfield, Connecticut.

On board bark *Baltic* of consumption, MAHOG, a native of these islands. Also, August 8, KAULUA, a Hawaiian fell overboard; boats were lowered and every effort made to save him but in vain.

On board ship *Corea*, June 22, MOHAT, a native of these islands.

In the Ochotsk Sea, Aug. 16, of sore throat and inflammatory fever, DENNIS B. WOOD, aged 19, a native of New Bedford, Mass., seaman on board ship *Nimrod*.

Nov. 24 at the Hospital, Lahaina, THOMAS COURTRIGHT, of North Adams, Mass. Nov. 4th, PHILIP ROBINSON, of Glasgow, Scotland.

PLACES OF WORSHIP.

SEAMEN'S BETHEL—Rev. S. C. Damon Chaplain—King street, near the Sailors' Home. Preaching on Sundays at 11 A. M. and 7½ P. M. Seats free. Sabbath School after the morning services.

FORT STREET CHURCH—Corner of Fort and Beretania sts., Rev. E. Corwin, Pastor. Preaching on Sundays at 11 A. M. and 7½ P. M. Sabbath School meets at 10 A. M.

METHODIST CHURCH—Nuuanu avenue, corner of Tutui street—Rev. John M'Clay, Pastor. Preaching on Sundays at 11 A. M., and 7½ P. M.

KING'S CHAPEL—King street, above the Palace—Rev. E. W. Clark Pastor. Services, in Hawaiian every Sunday at 9½ A. M. and 3 P. M.

SMITH'S CHURCH—Beretania street, near Nuuanu street—Rev. Lowell Smith Pastor. Services, in Hawaiian, every Sunday at 10 A. M. and 2½ P. M.

ADVERTISEMENTS.

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Money at their Savings Bank upon the following terms: On sums of \$300 or under, from one person, they will pay interest at the rate of eight per cent. per annum, from date of receipt, on all sums that shall have remained in deposit three months, or have been in deposit three months at the time of making up the yearly accounts.

No interest will be allowed on money withdrawn within three months from the date of deposit.

Thirty days' notice must be given at the Bank of an intention to withdraw any money; and the Depositor's Pass-Book must be produced at the same time.

No money will be paid except upon the Draft of the Depositor, accompanied by the proper Pass-Book.

On the first day of September of each year, after 1858, the accounts will be made up, and interest on all sums that shall have remained on deposit three months or more, and unpaid, will be credited to the depositors, and from that date form part of the principal.

Sums of more than \$300 will be received, subject to special agreement.

The Bank will be open every day in the week except Sundays and Holidays; and on Saturdays will be open until 6 o'clock, P. M.

Honolulu, August 14, 1858. 112-4f

BISHOP & CO.

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G. P. JUDD, Agent Am. Guano Co.

[From the Polynesian, Nov. 27]

Fourth Anniversary of the Sailors' Home.
On Thursday last, Nov. 25th, the Annual Meeting of the "Sailors' Home Society" took place at the Bethel; Associate Justice of the Supreme Court, G. M. Robertson, presiding. After calling the meeting to order, the opening prayer was made by the Rev. Eli Corwin, of the Fort street Church. The annual reports of C. R. Bishop, Treasurer, and Rev. S. C. Damon, from the Executive Committee were read and accepted, and ordered to be published.

Among the transactions of the evening was a motion to take up then and there a collection, to be bestowed, in the name of the Society, on Mrs. Thrum, the faithful, motherly and efficient keeper of the "Home," as an acknowledgment of the high esteem and unabated confidence with which the Society regards her worth and her efforts to further the noble designs of the institution. We believe that a wrong idea has somehow got currency, that the Manager, or Manageress rather, of the Home is receiving a yearly salary from the Society. Such is not the case. The Society cannot as yet afford the expense, and the manageress is obliged to depend upon the precarious item of "board" alone, with its more or less frequent concomitants of short seasons and bad debts, for her support during the other 8 months of the year. The collection, we understand, amounted to \$100.

Another of the evening's transactions was a vote instructing the Executive Committee to ascertain if it is practicable to obtain another concert in behalf of the "Home," and if so, to attend to the necessary arrangements.

The Trustees of the Society are divided into three classes and chosen for three years, one class going out, and its successors elected yearly. The present Trustees may be ranged in this order:

First Class—going out in 1859—H. M. Kamehameha IV, G. P. Judd, S. C. Damon, John H. C. R. Bishop, W. H. Johnson.

Second Class—going out in 1860—S. N. Castle, E. O. Hall, John Ladd, J. Bartlett, E. H. Allen, B. F. Snow.

Third Class—going out in 1861—(elected at this meeting)—G. M. Robertson, J. T. Waterhouse, T. Spencer, H. J. H. Holdsworth, W. A. Aldrich, J. Mott Smith.

From the Treasurer's report it appears that the whole of the present unpaid debt of the Society is only \$359 12, and that the principal item of revenue is derived from the volunteer concerts given in its behalf, by the Musical Amateur Society of Honolulu—an indirect, but by far the pleasantest mode of taxation for the support of a worthy enterprise. At the same time we are painfully impressed with the fact obtained through the same report, that the item of sundry contributions during the year, which includes both landsmen and seamen, does not amount to more than \$71 83. When we look at the hundreds who find shelter for body and mind within the walls of the Home, and return to it yearly after successful voyages at sea; when we look at the many ship-masters who often are indebted for the acquisition of a sober, competent, orderly crew, to the existence and influence of the Home in this part of the world; and then look at the above \$71 83, our heart would sink within us did we not have faith in the principle which the "Home" embodies. We are not a Trustee, or Executive Committee, nor have we lot or part in ought that appertains to the "Sailors' Home," but we have followed the sea, both fore and aft, until its face is familiar to us as a hornbook, and we have known the need and felt the value of institutions like the "Home." Let the pride of the sailor be touched and the Home will be supported.

When we have time, and abler pens lie idle, we will revert again to this subject.

HONOLULU SAILOR'S HOME SOCIETY, in acc't with C. R. Bishop, Treasurer.

For receipts and disbursements during the last year, *ie.* from Nov. 18th, 1857 to Nov. 25th, 18 8.

| | | | | | |
|----------|--|----------|--|--|--|
| 1857. | | | | | |
| Dec. 9, | To amount paid Sexton of the Bethel, for taking care of Reading Room, 17 weeks, up to Jan. 1st, 1858, at \$2 | \$34 00 | | | |
| | To am't paid J. Hatcher's bill, | 75 00 | | | |
| | " " R. H. Robinson's bill, | 60 00 | | | |
| | " " Henry Diamond's bill, | 3 75 | | | |
| | " " Thos Thrum's " | 15 00 | | | |
| | " " S. C. Damon's " | 42 25 | | | |
| | " " C. H. Levers's " | 5 72 | | | |
| | " " Thos Spencer's " | 47 16 | | | |
| 1858. | | | | | |
| Jan. 2, | " " one year's interest to 1st inst, on the Society acceptance for \$550, | 66 00 | | | |
| June 11, | To am't paid Thos Thrum's bill, | 49 00 | | | |
| Nov. 16, | " " C. H. Levers's " | 36 00 | | | |
| 20, | " " H. M. Whitney's bill, (1857,) " | 27 00 | | | |
| | Amount carried forward, | \$460 88 | | | |

| | | | | | |
|--|---------------|--|--|--|------------|
| Amount brought forward, | \$400 88 | | | | |
| " " Sexton for taking care of Reading Room to Nov 1st, | 30 00 | | | | |
| To am't paid H. M. Whitney's bill, (1858.) | 18 00 | | | | |
| 29, " " interest to this date on the Society's acceptance for \$550 00, | 59 12 | | | | |
| To am't paid on principal of said acceptance, | 190 88 | | | | |
| | \$708 88 | | | | |
| 1857. | | | | | Cr. |
| Nov. 14, By contributions at the Bethel, eve'g of the 13th inst., | \$74 05 | | | | |
| By net receipts from Concert, | 268 00 | | | | |
| 1858. | | | | | |
| Apr 5, am't from Capt. Willis, towards furnishing a room in the "Home," to be named New Bedford, | 40 00 | | | | |
| Nov. 19, By am't gross receipts from Concert of the 18th inst. | 305 00 | | | | |
| 25, By am't Sundry contributions during the year, | 71 83 | | | | |
| | \$758 88 | | | | |
| Respectfully submitted, | | | | | |
| Honolulu, Nov. 25th, 1858. | | | | | |
| In addition to the amounts reported in the above account, there has been \$578 00 raised (principally from the Trustees) during the last year, and paid to Mr. Thomas Thrum for additions and improvements put upon the "Home" during the year 1857. | | | | | |
| The balance unpaid on the Society's acceptance is \$359 12, which is the whole of the present debt. | | | | | |
| | C. R. Bishop. | | | | |

ADVERTISEMENTS.

A. P. EVERETT,
AUCTIONEER,
53-ly Honolulu, Oahu, H. I.

HOWLAND'S
AMBROTYPE GALLERY.

THE UNDERSIGNED would call the ATTENTION of his Friends and the Public to his Rooms, over the "Pacific Commercial Advertiser," Printing Office, (next to the Post Office) where he is taking Pictures which, for elegance of style and softness of tone, cannot be excelled.

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119-4f W. F. HOWLAND, Artist.

To the Owners, and Persons interested in Whaleships in the Pacific Ocean.

**OFFICE OF THE PANAMA RAIL-ROAD COMPANY, }
New York, July 20, 1857.**

The Panama Rail-Road Company takes this method of informing those interested in the Whaling business, of the advantages offered by the Railroad across the Isthmus of Panama, for the shipment of Oil from the Pacific to the United States, and for sending out-fits and supplies from the United States to Panama.

The Railroad has been in regular and successful operation for more than two years, and its capacity for the transportation of every description of merchandise, including Oil, Provisions, &c., has been fully tested. The attention of several Captains of whaleships has recently been turned to the subject of shipping their oil from Panama to New York during the present season, and the Panama Rail-Road Company has made arrangements to afford every facility which may be required for the accomplishment of this important object. A Pier, 450 feet long, has been built in the bay of Panama, to the end of which Freight Cars are run to receive cargoes from lighters or vessels lying alongside, and deliver the same alongside of vessels at Aspinwall. Vessels of from 200 to 300 tons can lie at the Pier with safety, grounding in the mud at low water.

The vessels to and from Aspinwall are fast-sailing brigs, belonging to the Rail-Road Company, and the Company is prepared to receive oil at Panama and deliver it in New York, under **through Bills of Lading** at the rate of seven cents per gallon, if received at the Pier, and eight cents per gallon if received in the harbor from ship's tackles, charging for the capacity of the casks, without allowing for wantage. For whalebone, one and one-half cents per pound. This charge covers every expense from Panama to New York, in case the oil is sent through the Superintendent or Commercial Agent of the Panama Rail-Road Company, insurance excepted. The freights may be made payable on the Isthmus or in New York at the option of the shipper.

The vessels of the Company sail regularly semi-monthly, and the average passages to and from Aspinwall are about twenty to twenty-five days. The time occupied in crossing the Isthmus is four hours. Oil, during its transit across the Isthmus, will be covered with canvas, or conveyed in covered cars, and owners may be assured that every care will be taken to prevent leakage. Several cargoes have already been conveyed to New York with out the slightest loss.

Oil or other goods consigned for transportation to the Superintendent of the Panama Rail-Road Company, or to **William Nelson**, Commercial Agent of the Company at Panama, will be received and forwarded with the greatest despatch.

Frederic L. Hanks has been appointed Agent at Honolulu, Sandwich Islands, and is prepared to furnish every requisite information to shippers.

JOS. F. JOY, Secretary
FREDERIC L. HANKS,
Agent Panama R. R. Co., Honolulu S. I. 64 12m

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ON FORT STREET, NEAR HOTEL STREET.
LOCKS of all kinds, Hinges, Screws, Tacks, Razors, Cut and Wrought Nails, Spikes, Brads, Files, Carpenters' Tools of all kinds, Pocket and Sheath-Knives, Marlinspikes, Caulking-Irons and Mallets, and numerous other articles, for sale at the lowest prices, by (tf) **W. N. LADD.**

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At the old stand, corner of King and School streets, near the large Stone Church. Also, at the Store formerly occupied by C. H. Nicholson, in King street, opposite the Seamen's Chapel.
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NAVIGATION, in all its branches, taught by the Subscriber. The writer likewise begs to intimate that he will give instruction to a limited number of pupils in English reading and grammar, geography, writing, arithmetic, &c. Residence, cottage at the back of Mr. Love's house, Nuuanu-street
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Honolulu, March 26, 1057.

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GEORGE WILLIAMS,
Licensed Shipping Agent.
Honolulu, Sept. 1, 1858. 8-tf

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